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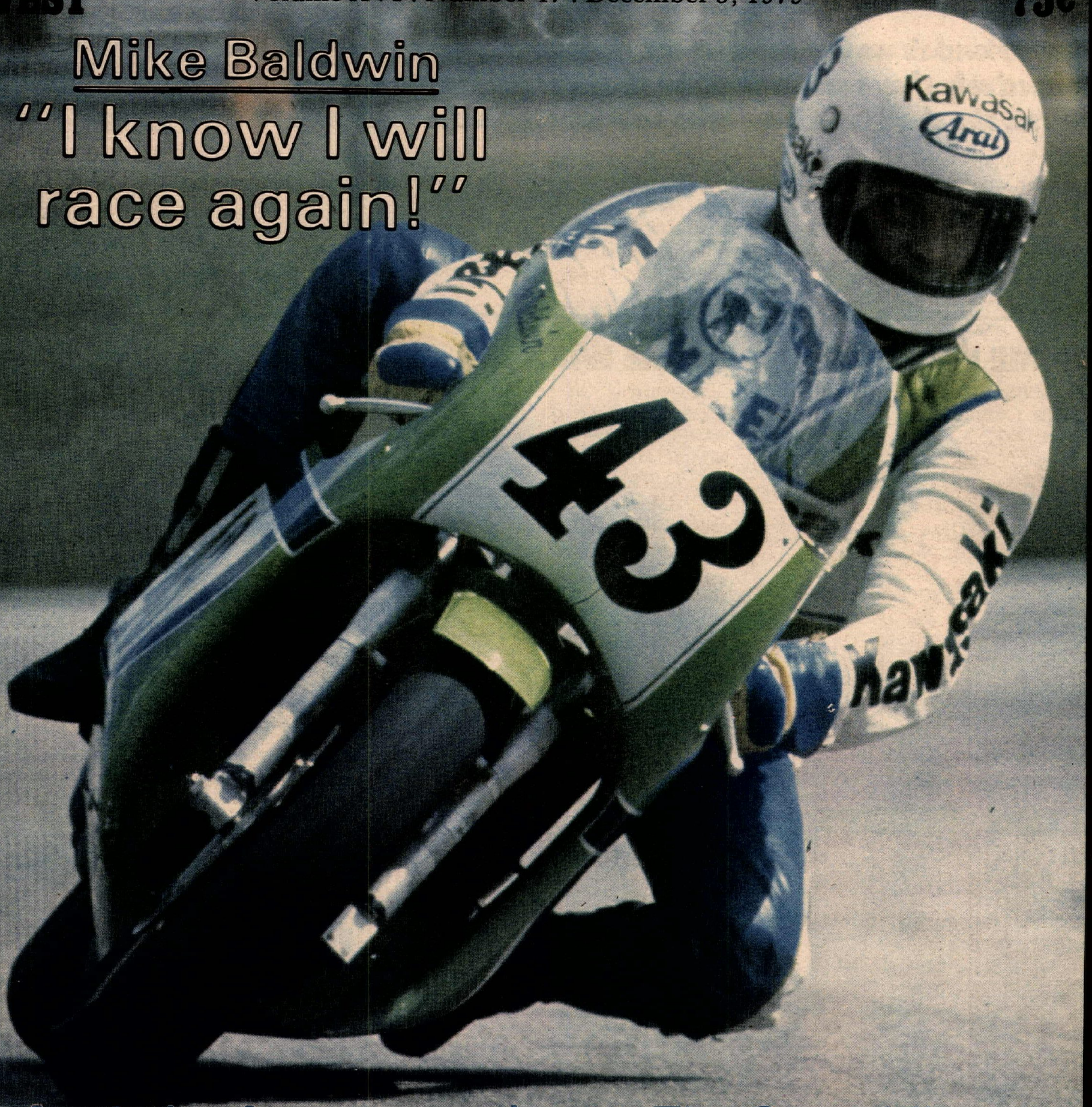
CYCLE NEWS

Doin's in the dez
Thanksgiving trail riding,
B-to-V Poker Run reports

WEST Volume XVI : Number 47 : December 5, 1979 75¢

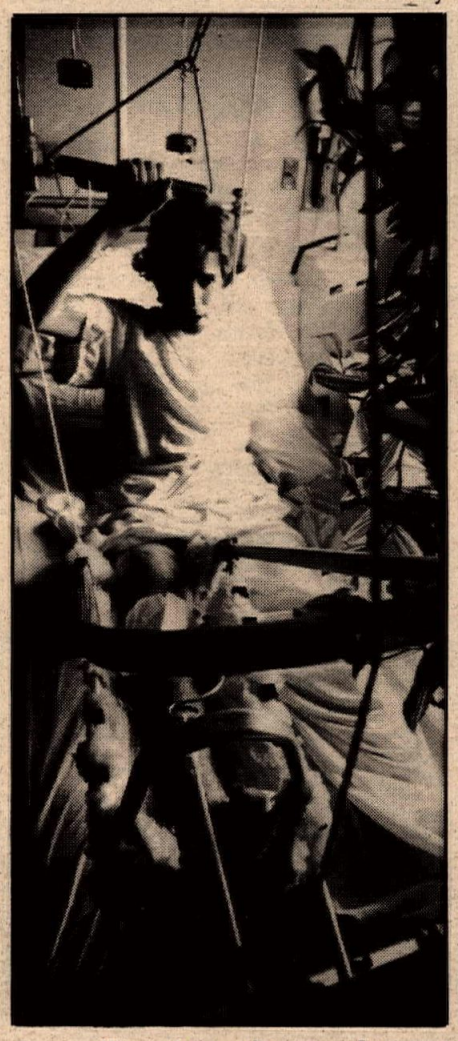


Mike Baldwin
"I know I will race again!"

Anaheim Amateur action • The Superbikers warm up • Trail riding in Washington

NEWSPAPER

The manufacturers do not make money from selling motorcycles. They make their money more by selling dealerships than selling bikes to dealers. The dealers make their money



from selling. Once the manufacturer realizes that he has all the dealers he can establish and the dealers have taken all the bikes they can, racing becomes unimportant. Racing is not important. It doesn't successfully sell motorcycles. It does not sell complete bikes.

It has been proven in the past that racing does get dealers interested. Dealers are always interested in racing. If a company is involved in racing and a dealer of a different brand sees this company succeed he may be swayed to take on their line. Then the manufacturer has sold a dealership. But once the manufacturer has all his dealerships set up, he then sees no point in racing. He sees no advantages of spending money on a racing budget. He goes to another country where there are not many dealerships, where the market is not saturated - South America, Australia and some countries in Europe. It is not going to work in the States. That's why Honda, Suzuki, Kawasaki and Yamaha are basically out of racing in the States. There is just no benefit to it.

You're a factory rider that rides for a company that has both a 750 and a Superbike. Which does the factory rider use under the new system?
Well, first of all, Kawasaki does not have a factory rider per se, because they don't have any factory bikes to give a factory rider. I was not really a factory rider. I was not sponsored by Kawasaki Heavy Industries of Japan, I was sponsored by Kawasaki Motor Corporation, the American distributor. They thought that by going to the Superbike races they might sell a few more bikes. Now this is an incidence unlike the manufacturer benefiting from racing. This is an incidence where the distributor and dealers benefit from racing - it's totally different.

When you went to Europe you were riding for the distributor then and not the factory?
That bike was sponsored by the distributor in the U.S., not Japan. They actually had no interest in going over there with the 750. Their main interest was the Superbike events in the States. The only reason they agreed to go to Europe was because I insisted on it. I wanted to do the Match Races. I wanted to do a few other races over there and since they did not conflict, they agreed to do them.

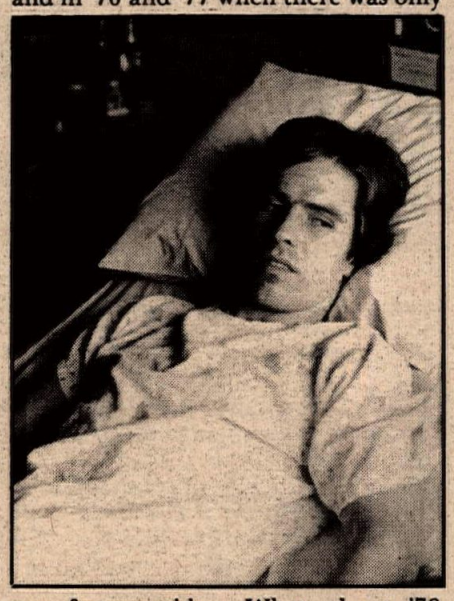
Your relationship with Kawasaki in Europe split up, why?
They agreed to do the racing over there under one condition, that I pay for everything. All expenses and transportation costs were out of my pocket. This was to come from the start money and I was agreeable to that. When we got over there the one bike we had used up all the spare parts due to continous engine failures. When we blew up the spare engine I didn't think we were going to finish the series of races that we had wanted to go to. They felt that the bike would not finish all the races, either.

Will this new mixed formula for road racing in the U.S. prepare a rider for the GP's?
It does not prepare them at all. In fact, it moves them a good step backwards, I think. It all goes back to the question of what you want out there. Certain people say if you have Superbikes you are going to get more people to come to the races, because they will identify with the bikes. I don't agree with that at all. In Europe all the bikes are GP bikes.

They don't have Superbikes over there. Even the production bikes have full fairings and clip-ons. The people will identify with it anyway, it is a motorcycle. They are going to see the racers at the track more than they are going to see the motorcycle.

You feel then that people go to see the rider more than the brand they ride?
I have always felt that way. I have always felt that the people go to the track to see competition. They want to see who is going to win. They want to see a good close race. They want to see a name rider. They want to see people that they have read about. If they are on different motorcycles it makes it a little bit more interesting, but it doesn't draw more people.

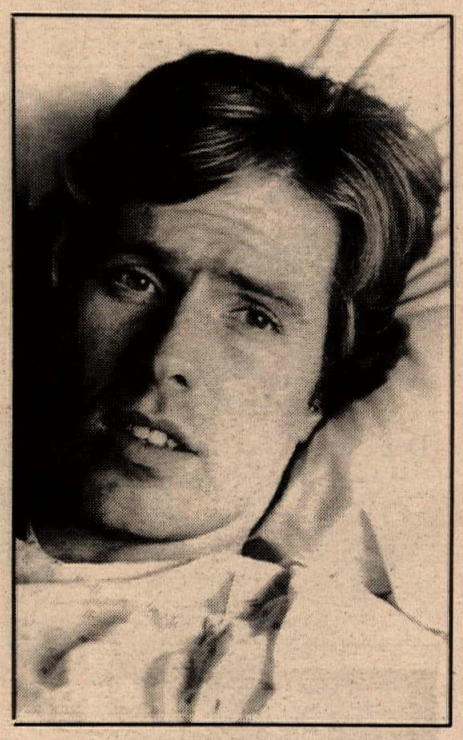
I can prove that by asking how many people came to Loudon in '74 when they had four different factories entered; in '75 when they had three and in '76 and '77 when there was only



one factory rider. What about '78 when there were no factory riders, just a bunch of privateers all on the same brand. 1978 beat out all those other years for attendance.

What draws the large crowds in Europe?
The enthusiasm is much greater over there. The people are into racing much more. They have a high concentration of population so a crowd of 50,000 or more is relatively easy.

Don't you think that in Europe, nationalism plays a big part?
Nationalism plays a part, but they do a darn good job of promotion. When they have a race in England and they are getting 40 to 50,000 spectators. They are selling the spectator a good program with a color photo of all the racers and the riders' name and background. They tell you what he has accomplished up to about 10 days prior to the race and it is up to date. They promote the race well.



At Daytona this year. I was the only "factory" rider there in the whole race and my picture was not even in the program. *(Skip Aksland, riding for the injured Kenny Roberts, was fully backed by Yamaha...Editor)* This is just not caring. They don't care whether the spectator comes to the race and walks away really delighted with a nice souvenir program in his pocket and saw a good race. They don't care. They are out to gouge, in a way. They want to get the guy for what he has got that one particular time. Whether or not he comes back next year, they just don't care at all.

Did you have any problems getting sponsorship overseas?
I came at just the right time. There was a person - Serge Zago, the Belgian Yamaha importer there - who had bikes and money. He had everything, except a rider.

Did this sponsor and the Europeans in general know of your racing wins over here?
The Europeans didn't know of my National wins or that I was the American high points winner. Mosport was a Formula 750 World Championship so that went right into the European press. Zago had seen me race at Imola, Mosport, Daytona and at the Match Races. He was impressed and offered me a ride. I think right now in Europe sponsorships are easily available to any good rider who can go over there.

If you had not had the accident, where do you think you would have placed in the 500cc GP standings at the end of the season?
Assuming that I would have been able to go to all the races, I think that I might have been able to finish fourth or fifth in the standings.

Would you support the break-away from the FIM by Kenny Roberts and other top riders in favor of their proposed World Series events?
I think I would support it. I think it is high time that promoters making so much money at these races and paying the riders so little, finally come around and pay up. I think it is time, like Barry Sheene says, that we get more than just the crumbs of the cake after it's been sliced. The riders have been getting the shaft for a long time. If the World Series comes about, it would be good in that if a rider can only make four of eight races it is not going to hurt him so much, because the benefit is basically the prize money. That is where the rider comes out ahead.

Couldn't you wind up with a situation where the FIM and the riders are going head to head and no one is really winning, especially the spectator?
It's hard to say. I think that most of the riders - the largest body of them - are tired of being ripped off and tired of not being paid anything to race. This thing that Kenny is working out looks real good to almost all of them, because they want to get money. They want to get paid for what they are doing. They are starting to say, to heck with all this point and championship stuff, I want to race for some money.

They are going to see the opportunity and the advantages of all the top riders sticking together and making a stand of it. I think it will tip motorcycling in a good direction over there. Even though the promoters are going to have to lay out in the area of $200,000 to pay the purse, they are still going to make money. The riders are going to make a fair amount of money according to how they place. I think it will make it possible for privateers to go over there and race, because a rider won't have to be factory backed anymore.

Where will the money be coming from?
From the promoters and the spectators in the long run.

Do you see the possibility of outside money coming in?
I think Kenny has plans for TV syndication of all races. That would be one possible source.

Do you think a rider run show could work on both sides of the ocean?
Yes I do. What they are doing is the same as the Formula One auto racers do. They are saying here you go promoter, here is a package of 40 top riders in each (250cc and 500cc) class and here is the prize. If you can't make out that full check, we don't come. He is going to think twice about promoting that race and will make sure that he does some advertising to get the spectators in there. I think it will help in that respect.

Since June have you been approached by any factories or major sponsors?
Since the accident I have not been approached by anybody, but before that people were constantly interested.

Was there ever anything with Honda?
No, I don't know what Honda plans on doing, but they never seriously asked me to do anything for them, ever.

As it stands now your contract will run out with Kawasaki in January, correct?
Right.

Are they paying your hospital bills?
Kawasaki is not paying any of the hospital bills.

Then who is?
I am paying the hospital bills.

What will happen when you're released from the hospital?
As soon as I'm released from the hospital I will be in a cast up to the top of my waist. That will stay on for about two months. Once that comes off I will have a brace put on, that might be on for another two months. So it will be four to five months before I can start exercising and getting back in shape.

Mike, I'm sure you have put much thought to what I am about to ask. Will Mike Baldwin ever race again?
I know I will race again! I don't know when, I'll just have to wait and see.

A note to Mrs. "B," Mike ate all his lasagna.

Guest Editorial

Restrictor equals 500cc

The time is now. Something must be done. In 1969, just ten years ago, the 750cc rule was introduced, with Harley, Triumph and BSA all fielding teams of riders. It was a time of high competition between riders, manufacturers, dealers and *fans*.

Today there is a problem getting enough riders to fill a National program, not to mention a Regional or local event.

There is the perpetually spiraling cost of racing which is found in any motorized competition. However, the proposed restrictor program, with the end result making the 500's competitive with the 750's would open the door to many more avenues of rider support. More riders and promoters would be encouraged to continue racing, giving the sport what it needs most, *growth,* not declining numbers of riders, as we now have.

Having raced Nationally as an Expert flat tracker for five years and personally experiencing the high cost involved in maintaining a competitive machine, realistically, sponsorship is the only way the privateer can offset some of these expenses. During the past several years I have been involved with the Winston Pro Series as a promoter, as an individual and as a member of the Baltimore County Trail Riders Association, a club that sponsors ten Semi-Pro flat track events annually in Maryland.

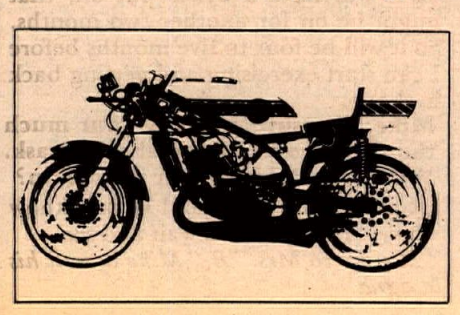
Today's riders, tomorrow's professionals, are greatly concerned as they face the consequences of the AMA Board of Trustees' ruling. As they progress they are faced with losing their present sponsorship. This combined with the limited number of Harley-Davidson sponsorships, in most cases will preclude their continuation in the sport.

Let's not forget the fans and spectators on which this sport depends. The motorcycling public is enthusiastic and loyal to the manufacturer of the machines they ride and would like to see them represented and successful in competition.

The time for action is now. We can not keep going with our heads in the sand, hoping the problem will go away. It's high time that the Board of Trustees come down from their ivory tower and listen to those qualified to guide the sport. Mike DiPrete and Bill Boyce, along with the Dirt Track Rules Committee, proposed the restrictor rule after careful consideration of all aspects of dirt track racing.

Perhaps if more AMA members, dealers and potential sponsors made their feelings known, the Board of Trustees would realize the mistake they have made and act to correct it, before it is too late.

Denny Palmgren



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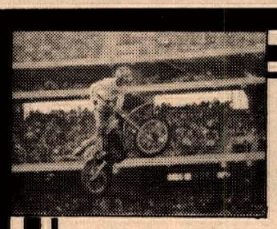

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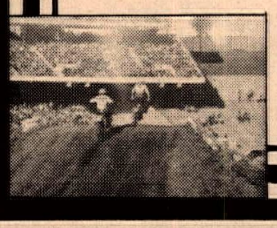

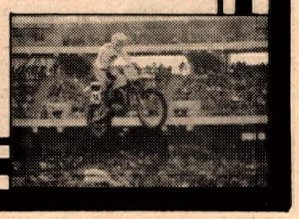

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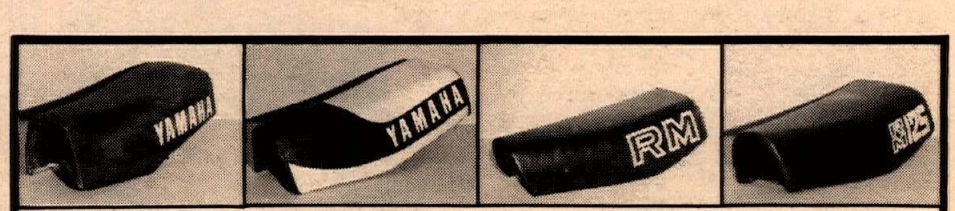

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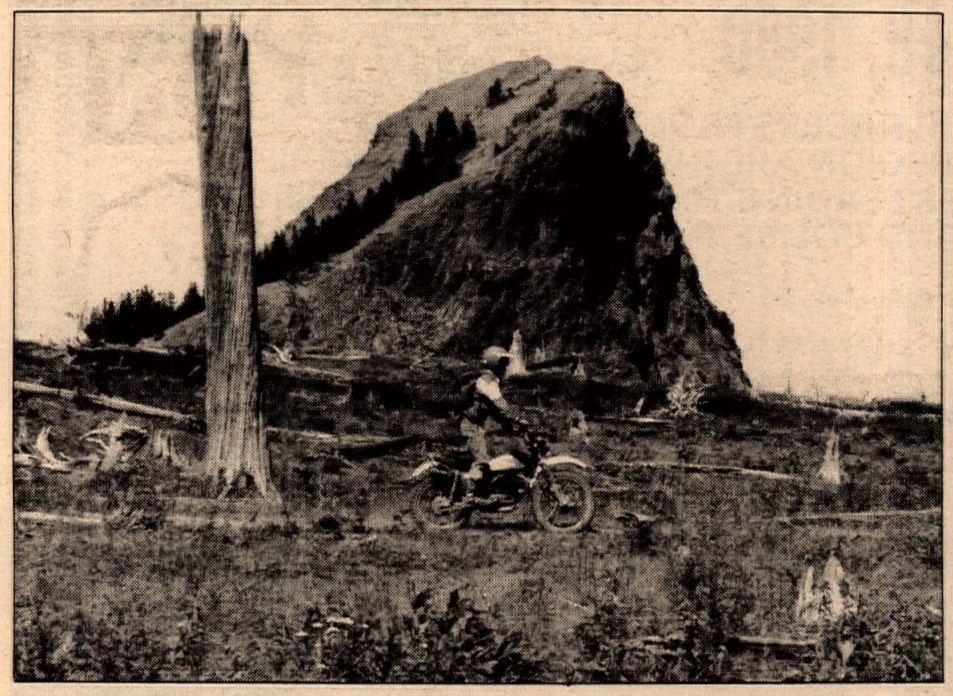

The state of Washington offers some of the most beautiful trail riding in the world. And much of it — as these pictures show — is found in the Gifford Pinchot National Forest.

Trail riding to Badger Lake

By Joe Wernex

As we rode above timberline, three extinct volcanoes loomed in clear view. Mount Adams, towering 12,307 feet above sea level, looked close enough to scoop snow for our empty canteens. Mountains Rainier and St. Helens were only slightly further away.

Like many riders, we tend to wear out our scooters on familiar terrain. The Cascade Mountains of Eastern Washington are our favorite haunt for summertime riding. This year, however, rain has been so scarce that we've taken to exploring new territory in hope of escaping the heat and dust. Rumors of top notch trail riding had been floating out of southwest Washington for years, so this particular weekend we headed for Gifford Pinchot National Forest and some of the most scenic trail riding in the state.

How do you get there?

I'll start the directions in downtown Randle on U.S. Highway 12. There we headed south on the Cispus Road. At 0.9 mile, bear left on Forest Service Road #123 to Cispus Center; at 9.3 miles a right turn on F.S. Rd. #112 cross the Cispus River and go left on F.S. Rd. #1103 (gravel).

We found a place to park and camp within a couple of hundred yards, and it's a good place to start the ride. Down road #1103 for 1½ miles to Tongue Mountain Trail #294. We set the speedos on zero at the start of the trail and headed into woods so dark we could hardly see the trail in morning light. The path was generally smooth with gentle curves, but spiney Devil's Club overhangs the trail and hidden stumps lurk in the grass. We met one rider with a smashed foot who didn't look closely enough.

The first junction is at M.P. 3.5, go straight ahead on Tr. #294. For the first several miles there are only a couple of windows in the tall trees, but it's worth the time to stop and see Mount St. Helens and the Cispus Valley with Tongue Mountain at your back.

At M.P. 5.5 Tongue Mountain Trail ends on a logging road. We went straight across and up Juniper Peak Trail #261. Look out for the fences that hold cattle in the high meadows and don't forget to close the gates. The route climbed faster, switchbacks become sharper, the tread narrowed and soon we were above timberline. When we stopped to drink in the view of Mt. Adams, wild strawberries were big as nickels and they squashed under every step. Don, Dorien and Gene stuff themselves while I snap pictures. With strawberry-stained leathers, we get underway and the trail gets a little rocky. Watch out for stone sharks hiding in the grass waiting to eat shift

levers, feet, side cases or whatever else you happen to feed them. The scenery easily got our attention, but a couple of near misses and we learned to make frequent stops.

It's warm above timberline. We stopped to shed jackets and watch a hawk riding an air current over the cliff above us. There are no streams up there, and we declined the brackish water in the small pond at the 10-mile mark. Just beyond is about half a mile of moderately nasty switchbacks. Most of the Forest Service trails in Washington were built years ago for fire control and administrative purposes. It makes for rather (ahem) *interesting* riding at times, but we are sure glad to have them.

Junction with Sunrise Trail #262 at 12.4 miles. Go straight ahead on #261. It was mid-August and there was still a snow drift across the trail in the pass behind Jumbo Peak. It might not pay to attempt this route too early in the year. Jumbo looks black and cold even in the bright sunshine. Bright green meadows began to dominate the landscape, and at 16.5 miles Dark Meadows Trail splits off on the left. We stayed on the main route and found a cold, clear creek 200 feet beyond. We drank the water with no ill effects, but with cattle in the area it doesn't hurt to purify it. Most backpacking shops can supply water purification tablets.

Stay on the right at the muddy crossing, and continue on to Boundary Trail #1 at 17.5 miles. Turn right on Boundary Trail and stay on it for the next 15.4 miles. Watch the junctions carefully to make sure you're on Boundary. It's not hard to get lost if you don't pay close attention.

There are lots of switchbacks beyond the junction with Langlie Ridge Trail at M.P. #217, nothing impossible, but some are farily sharp. The junction with Craggy Peak Trail #3 is at M.P. 26.1 in the middle of a switchback. Go to the right and stay on Boundary Trail. Between the Craggy Peak Junction and Badger Lake the trail was at times narrow and rocky with precipitous sideslopes. In places there are severe switchbacks. This same stretch of trail affords fantastic views of Shark Rock, Kirk Rock, and Craggy Peak.

Badger Lake at 30.9 miles and 4,950 feet elevation is located in a beautiful mountain meadow surrounded by large trees. If you happen to be bikepacking, Badger Lake is a super place to camp. Be sure to pack out everything you brought in. There aren't many places like this left where you can still ride a trail bike, and it's important to keep them in first class condition.

Long as I've climbed up on this old stump (no soapboxes in sight), I might as well mention that mufflers and spark arrestors are essential if you are going to ride this kind of country. They are also required by law, one which ought to be vigorously enforced.

Two miles beyond Badger Lake at M.P. 32.9 we turned right on Mosquito Meadow Trail #292 and at M.P. 34.0 hit F.S. Road #112. Staying on Rd. #112 we intersected Rd. #1103 at 50.9 miles (the place we parked and started the trip).

For the experienced mountain trail rider, the Badger Lake trip offers some of the best scenery in Western Washington. Also, if one has enough fuel, there are a dozen interesting side trips available.

A couple of final words: First, write to Gifford Pinchot National Forest at 500 West 12th Street, Vancouver, WA 98660 and ask for an ORV Travel Plan. You should also purchase a forest map. Second, this trip is definitely *not* for novice riders, particularly the part beyond the junction with the trail to Craggy Peak. ●

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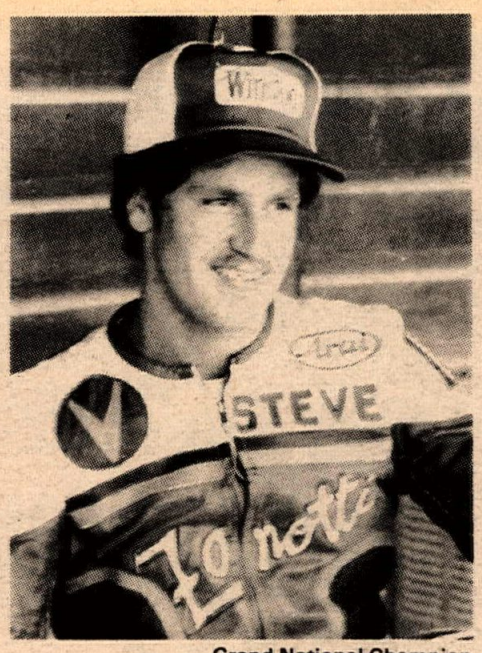

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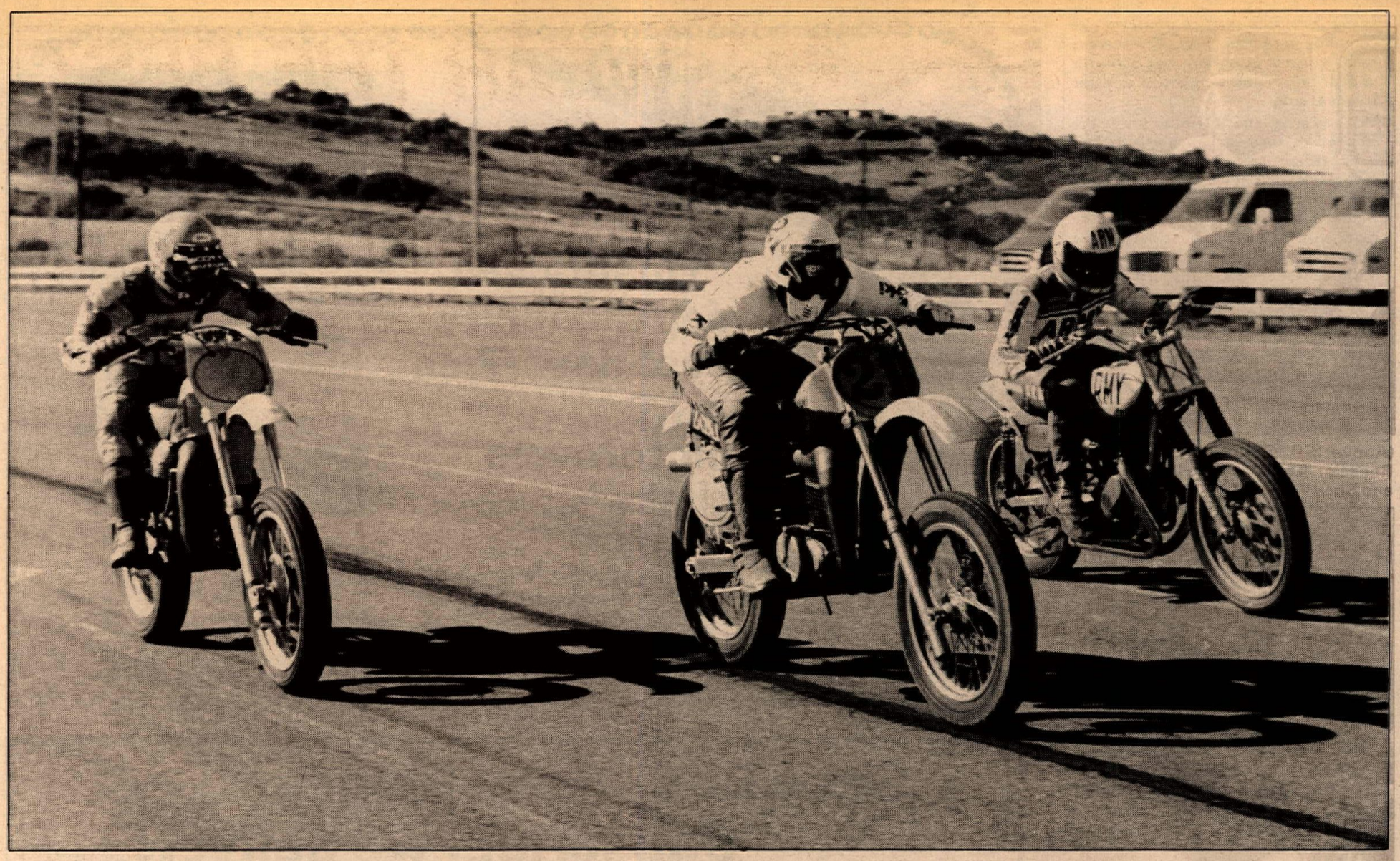


Now how often do you get to see (left to right) Kent Howerton, Jimmy Weinert and Mike Kidd tucked-in-and-going-for-it on a long paved straight?

Practice day for The Superbikers

Or, if we experiment with enough new forms of motorcycle racing, will we eventually find a use for the Japanese 500cc four-stroke single?

By Charles Morey

Gavin Trippe and Bruce Cox, the pair of mad Englishmen who bring you the Bel-Ray USGP of Motocross each year at Carlsbad, have fathered a new brainchild. Named The Superbikers, it promises to mature into the most spectacular, all-inclusive meeting of motorcycle racers ever. Of course, the recently departed International Motorcycle Olympiad offered the same promise...

But The Superbikers has two important advantages that were lacking in the Olympiad. For one thing, the Trippe-Cox/ABC-TV connection. ABC Wide World of Sports covers the USGP every year, and the network is pleased with viewer reaction. Therefore, they also are pleased with Mr. Trippe and Mr. Cox and are willing to work with them on The Superbikers. In fact, the event is being staged almost exclusively for TV, rather than live spectators hanging on the fence, according to the promoters.

TV means money. Money means top riders. Top riders mean a good show. Good show means TV. See how easy it is when TV comes first?

But equally important is the second advantage: Format of the show. It must be simple yet interesting. The Superbikers are divided into three groups: Road racers, dirt trackers and motocrossers. Each group runs a heat race on a two-mile track that is one-half graded dirt and one-half pavement. Winners are transferred directly to the main event.

World Champions are seeded into the main event automatically. There are three of them: Kenny Roberts, Graham Noyce and former Speedway World Champion Peter Collins. That's one from each group: road racer, motocrosser and dirt track.

So far, that's six men who have either been seeded or have raced to qualify for the main.

Assuming the organizers are able to round up a 40-rider field, as they hope to do, that leaves 34 riders. They will get a second chance as the field is divided into two 17-rider semifinals. This time the top five from each semi will make it into the main event, bringing the total to 16.

Finally, a consolation race will be run where the top nine transfer to the main and raise the total to 25 riders.

It's a standard Winston Pro or Supercross type of elimination program. And to make it even simpler and more interesting, ABC has plans to break the one day of racing into several TV programs, interspersing the action with interviews and action clips from other events to complement the rider interviews.

Now, here's the problem: What bike would you, as a rider, select, and how do you set it up?

Kenny Roberts will be aboard one of Shell Thuet's 750cc twins, one of the bikes King Kenny rode on the (then) Camel Pro circuit. Shell also has a second 750 and a 500 bike set up for Eddie Lawson to ride. Roberts was making an appearance in San Francisco when the course opened for practice on Nov. 20, but Lawson was there.

"The 750 flat gets it on the asphalt!" Eddie grinned, "but the 500 does it in the dirt." Lawson was undecided, but tended toward the 500 as the choice for raceday.

Army-sponsored Mike Kidd had no doubt about his choice, a 750cc Big D Triumph TT bike. Mike didn't register the quickest lap time on practice day; Team Suzuki's Kent Howerton did that on an Open class motocross machine with a 2:03 trip past Butch Lee's stopwatches. But Kidd was most consistently fast at steady 2:04 — 2:05 times.

"There's a lot of things I'm going to change," Mike responded to the question. "We can knock off a good five or six seconds... I'm serious!" he told a somewhat skeptical audience. Among the changes are a swap to Pirelli up front and Carlisle universal on back, a gearing change, bigger carbs, a larger fuel tank, and, "if I can find someone to do it, I'm gonna lay down the shocks."

Fastest in practice, Trans-USA Champ Kent Howerton still had his doubts about the course itself.

"The track favors the dirt track guys," Kent maintained. "They ride on this stuff all the time," he said referring to the pavement and the smoothly-graded dirt section. "We're totally out of our environment here," he added, "I don't even ride a street bike."

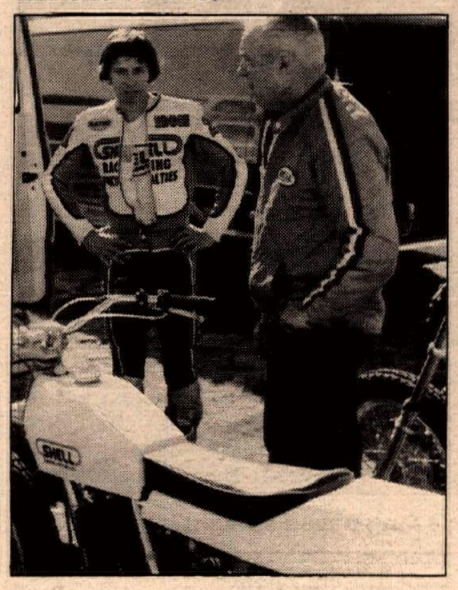
The Suzuki that Kent and AMA 500cc National MX Champion Danny LaPorte practiced on was a basic works bike with tall gearing, richer jetting and different tires. At first they tried the standard knobbies, then switched to Goodyear D/T II dirt track tires, then to Goodyear D/Ts. Another change to be made before the event will be lowering the suspension for better handling on the smoother course.

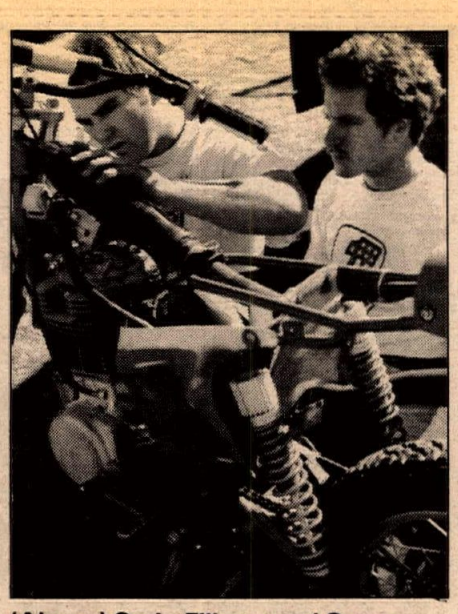
Steve Eklund and tuner Craig Fillmer arrived with Eklund's playbike in their black Ford van. The AMA Grand National/Winston Pro Champ rides the hills around San Jose on a TT500-powered bike with a Hallman/Aberg frame, Maico forks and Mulholland shocks.

"That's the race engine in it now," Steve indicated, "I use the stock one for play riding."

"It's the same motor he won Santa Fe on," added Fillmer. "We haven't even torn it down since then. We will before this race, though."

(Above) ISDT/Baja star Larry Roeseler. (Below) Eddie Lawson and Shell Thuet.)





(Above) Craig Fillmer and Steve Eklund. (Below) Speedway Champ Mike Bast.

Unfortunately, a loose electrical connection — two of them, actually — kept Eklund and Fillmer occupied for most of the afternoon, and they didn't start dialing-in the motor until later on.

Larry Roeseler and Jim Fishback brought their desert bikes — Larry's Husky 390 and Jim's YZ Yamaha — out to Carlsbad but didn't make any changes at the track.

"I'll change it during the week," Roeseler decided. He plans the standard modifications — lower the suspension, dirt track tires and possibly a stronger front brake.

Dave Aldana was the star of the paved turn right behind the pit area as he pitched the knobby-tired Hallman XR500 Honda in sideways. KYB forks and shocks handle the suspension chores on the Hallman Racing machine.

"Did you flow the head?" Aldana asked the Hallman mechanic. "I think you better," David responded to the mechanic's negative reply, "I think we need more horsepower."

Team Kawasaki, it appears, will be the best represented in The Superbikers event. Jimmy Weinert and MX Team Manager Steve Johnson showed up with a 440 works bike with different jetting, higher gearing, Goodyear D/T tires and a single disc front wheel brake.

"We're running everybody, just about..." Steve listed Weinert, Brad Lackey, Jeff Ward and Warren Reid as definites and Larry Wosick and Chappy Blose as possible Team Kawasaki riders at The Superbikers.

Dave Emde arrived with father Floyd and a borrowed Honda XR500 to try his hand at the dirt/pavement combination. The bike had knobbies mounted on both ends and that, said road racer Emde, would be the first change.

"We'll try Goodyear D/T IIs or Dunlop K70s, maybe," David thought. "Gotta get a little more horsepower out of it, too, Dad!" The senior Emde agreed.

"We'll lower it a couple inches. I'd like to be able to drag my knees on this road race track — I'd feel right at home. But that'd be pretty tough on this bike," he admitted.

AMA National Speedway Champion Mike Bast came out to test one of his TT500-based bikes.

"I left the good bike at home," said Mike. The one he'll ride in The Superbikers is the same 650cc HiPer-Kinetic bored-out TT500 that he rode in Olympiad competition. Bast was running Goodyear D/T tires front and rear, but thought he'd try a trials universal pattern.

Finally, a half hour after the 11 a.m. to 2 p.m. practice session was due to end, John Wincewitz rolled in amid cheers from the flat trackers in the pits and unloaded his XR750 Harley-Davidson, the only one in the group to choose that particular machine. And with only a few laps practice and no set-up at all, Wincewitz was in the hunt.

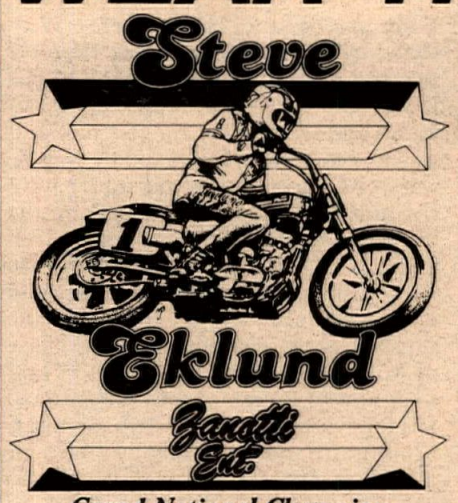
Probaby the most surprising yet encouraging discovery that afternoon in Carlsbad was that 450cc two-stroke motocross machines, 500cc thumpers and 750cc twin TT bikes were registering very nearly identical lap times.

At two minutes on a two-mile course, it's easy to see that speeds are averaging 60 mph. That's what Howerton was talking about; the fast, smooth course does give the flat trackers the advantage of riding, more or less, in their own environment.

"This is the only track in the world where — if I ride my (bleep) off — I could win it," Mike Kidd told his friends.

Everyone's gone home to search for a few more horses and set up their suspension for the demanding track. Now it's a question of who tunes the finest and who wakes up happy on December 1, raceday for The Superbikers. ●

WEAR THE BEST



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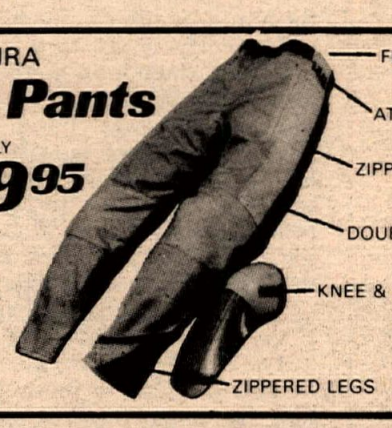

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Desert Hotline

J. Cannon in flight at CRC.

Kelly returns, captures CRC HS

By Terry Rezek

RED MOUNTAIN, CA, NOV. 18

There were a few surprises at today's California Racing Club hare scrambles. Saturday's cloudy, cold and windy weather gave way to Sunday's clear, cool and breezy. Ideal racing conditions. Gordy and Chuck, CRC's trail bosses, managed to take bits and pieces from old courses in a vastly overused area (thanks to the *B*utchers and *L*and *M*anglers (BLM) and string together a challenging but generally enjoyable course.

The next surprise came right after the start. The first rider off the bomb run and into the hills was Tom Kelly, back from the motocross wars. Running around in circles on those rattracks does not seemed to have affected his desert skills. This race was Tom's all the way. He just kept extending his lead, even on the home stretch when lapping slower riders. Kenny Upp stayed within sight of Kelly for most of the race but the big bore KTM outpowered Upp's 250cc and Upp was not able to close the gap.

The real race was for third and continued the battle between two traditional rivals, Mike and Gary Mulconery. It didn't appear that way at the beginning, however, since Gary Davies was right behind Kelly and Upp at the start but his bike didn't make more than five miles before eating itself and left Davies to attempt the world's longest coast back down into the pits. Leon Price had a great start for his continuing attack on the number one Junior plate and came along behind Davies and just ahead of Donnie Morrison. Gary Mulconery had taken a long trail to the smoke and was at sixth, some distance behind brother Mike.

In the meantime, Mike Mulconery had zeroed in on Price and got by in the fast downhill stretch into the pits. The small bike of Morrison also fell prey to the attack of Mike's killer Husky and the parade through the pits after one-half lap read Kelly, Upp, Mulconery, Morrison, Mulconery and Price. Heath Hibbard was seen on the start line but never made it through the bomb run. He and Kenny Heil ahd tangled in the dust, leaving Hibbard with a case hole and no transmission oil and Heil motoring shakily along at the back of the Novices.

Gary Mulconery realized he had a chance to catch brother Mike and started a big push on lap two. He almost caught Mike napping at check two on this lap and was within wheel bumping distance right there. With that kind of incentive, Mike found a few more mph in the bottom of the Husky and managed to pick up about 10 seconds before he hit the pits and was forced to stop for gas. The way he was yelling in the pits you would have thought he was being pursued by the horned legions of the Sierra Club instead of his loving brother. He maintained his lead out of the pits and continued around in third to the finish. Gary's momentum in his chase of Mike had picked off Morrison and took him to fourth and first Amateur. His fellow Amateur and club member, Scott Smith motored steadily along for a well-deserved fifth overall. Maybe not as spectacular as his third at Rosarito Beach but a darn good ride.

Moving methodically up from about 10th at the start, Jay Orendorff came in at sixth overall. Looks like Jay is getting ready for the Beatty to Vegas song and dance of the Thanksgiving weekend. Another long standing rivalry continued between friends Donnie Morrison and Scott Atchison with Atchison coming out the winner in the last half lap of the race. Leon Price was at about 12th at the finish but he was far and away the leader of the Junior/Senior contingent.

The entry at this race was down a little but those who were not there seemed to be most of the younger riders. CRC was having a huge Amateur motocross at Anaheim Stadium the same day and I suspect that the temptation to show off for friends and family in a stadium was too strong for many to resist. The result was an unusually high percentage of Junior/Senior and Senior class riders in all divisions.

The Novice race was a welterweight battle from start to finish. J. Cannon had the lead at the start and into the pits after one-half lap with Mark Heth just looking for the right moment and place. He found it on lap two and finished first with Cannon only seconds behind. Kent Worley, another 200cc rider, rode a steady third all the way and finished in that position. Fourth place saw a big jump in displacement with Fred Vandusen working his big bore up from seventh place to start to the number four spot. D. Sweeney paid no mind to the furor around him and never changed position, grabbing on to the fifth place and holding it fiercely to the end. He also earned the first Novice Junior position for his determination.

The Beginner race was the one that saw a lot of changes in the positions. Another Lightweight, John Downey led at the start and through the first half lap but the bigger bikes soon wore him down and after one and a half laps Rob Murray and Claude Wright were first into the pits with Ray Zylstra and Stephan Aamodt only seconds behind them. Downey was not in the top six at this point but fought his way back at the finish to take fourth and first Lightweight. Whatever demons slowed Downey also put the hex on Murray for, at the finish, he was nowhere to be seen. Zylstra had made his move in the last lap and passed Wright by to snag first, forcing Wright to settle for second. Aamodt held on for third and Downey was fourth, as mentioned. In at fifth was Jack McClure, who appears to be the official first Junior/Senior. Wright was riding in that class but is not a CRC member and is not eligible for points or trophies.

Results

EX/AM: 1. Tom Kelly, Op Ex (KTM); 2. Ken Upp, 250 Ex (Yam); 3. Mike Mulconery, Op Ex (Hus); 4. Gary Mulconery, Op Am (Yam); 5. Scott Smith, Op Am (Yam); 6. Jay Orendorff, (Op Ex); 7. Scott Atchison, (200 Ex); 8. Donnie Morrison (200 Ex); 9. B. Clark (250 Am); 10. Dean Miller (250 Ex); 11. Mike Martin (Op Am); 12. Leon Price (Jr/Sr Ex); 13. Ron Jordan (250); 14. Ed Mundy (Op).

NOV: 1. Mark Heath (200); 2. J. Cannon (200); 3. Kent Worley (200); 4. Fred Vandusen (Open); 5. D. Sweeney (Jr/Sr); 6. Rod Wheeler (Jr/Sr).

BEG: 1. Ray Zylstra (Open); 2. Claude Wright (Jr/Sr); 3. Stephan Aamodt (250); 4. John Downey (200); 5. Jack McClure (Jr/Sr).

Ogilvie takes Desert Knights HS

By Joyce May

LUCERNE VALLEY, CA, NOV. 18

Although Eric MacCracken led the race most of the way, Bruce Ogilvie outlasted his worthy opponent and took the checkered in the point position at the Desert Knights AMA D-37 hare scrambles on a very windy November day.

It was MacCracken who took the immediate lead, flying past the bomb with an army of dust clouds spread out behind him.

Monte Lee, the 250cc Veterans class leader, got off hard on his way to the bomb, breaking his pelvic bone. Since he was running among the leaders of the pack, he had a few frightening moments as the rest of the herd came thundering past him in the heavy dust. (See end of article for more on Monte.) The second start was delayed as Rescue 3 got him off the bomb run.

By second check Rick Schumacker (Open Ex), on his big KTM, had moved into the first spot with MacCracken running second. "Dale's boy" Bruce Ogilvie (Open Ex) was not far behind, while "Dale's other boy," Chuck Miller (250cc Ex) was in fourth, close on Ogilvie's tail.

Entering check two in the fifth position, behind Miller, was Veteran leader Bill Saltzman (Open Ex). The "C" Expert class had a raging battle going as Chris Austin and John Foster came into the check neck to neck.

First Senior into check two was Ron Bebo (Open Ex). Six spots behind him in the 31st overall slot was Senior Gary Charters (C Ex).

The first Trailbike was piloted by Amateur Bill Mattox, well ahead of the second Trail ridden by Expert Oren Beck, Jr.

It was breakdown day for C bike ace Charlie Hamill, which is unusual for him. Jim Delliplaine came by him, but returned in a short while.

Hamill needed to at least finish in order to retain the point lead in the "C" class, so Delliplaine, on his 250cc, decided to tow Hamill around the loop. The Novices and Beginners had already gone by as the duo started around the loop with Charlie hollering "Faster, faster!" The Beginners and Novices began to wonder about their own abilities as they were *passed* by this crazy pair!

Off the first loop MacCracken had taken over the lead. He had opened up a fairly good-sized lead over Ogilvie and Miller while Saltzman took over the fourth spot. Morgan Malocco (Open Ex) had moved up to fifth.

Three 250cc Experts moved through next: Kem Park, Dan Ashcraft, and Greg Thomas with Terry Davis following in ninth overall spot with Austin moving into 10th, first C.

First Amateur Ed Whisenant was in the 16th slot, followed in the 19th positions by the first 250cc Amateur, Darin Cartwright.

Charters had taken over the first Senior spot with Bebo and Dick Burley (250cc) close behind.

Amateur Kathy Hopkins was only a couple of bikes behind Expert Kelly Kline. First Novice over the hill and in for gas was John Magarro, Jr.

The beginner and novice trails were routed past the mountain and into the pits across an easier route. First Beginner to take the checkered was Jeff Niles (250cc) followed by two Open bikes, Steve Knapp and Tom Clark.

Speedy little Duane Summers on his little Yamaha 80 earned the first Trail honors with Bobbie Charters finishing in the second trail spot.

Dave Schneider took first C Beginner win with Bob Huff finishing first 250cc Veteran. John Hartel took the first Senior Beginner, while Tricia Farmer chalked up another win in the women's class. John Van (250cc Beg) and Bob Freeman (Vet Open Beg) each took their class.

The battle between MacCracken and Ogilvie on lap 2 was a continuous one with the lead at stake. Finally they began getting into very heavy Novice/Beginner traffic.

It was Ogilvie who first jumped the ditch at the bottom of the hill and crossed the finish line. Ogilvie and MacCracken had stretched a tremendous lead over the rest of the pack, so even with his mishaps, MacCracken still got second.]

Miller was first 250cc, third overall, followed by Malocco, Saltzman (first veteran overall), Park, Ashcraft, Thomas, Davis, and Ed Zarp.

Austin stayed in there for the overall C honors while Ed Whisenant stayed ahead of Cartwright for first overall Amateur, right behind the second C Expert, Kent Pfeiffer.

The herculean Charters did it once more by taking on the Seniors on the big bikes and whipping them all on his Suzuki 125, finishing 17th overall, but Bruce Lewellyn (Open Sr) was right on Charters' rear fender.

Bebo finished a respectable 21st overall, second Senior Open. Only two spots back was Burley, first Senior 250cc.

First amateur "C" went to Dave Hornbeck who had had the slot most of the race. First Veterans 250cc honors went to Tom Mitchell, 32nd overall with the first Trail, piloted by Mattox, right behind him.

Taking the first Amateur Senior spot was John Beems, while dependable Pete Andelman got it all together today and outlasted Beck for first Expert Trail honors.

Amateur "Dyno Dan" Clark earned first Veteran in his class, followed closely by Lori Farmer, first gal, and Jerry Baily, first Veteran "C". First Vet "C" Expert spot was taken by SGVMC's Mike Holbrook.

Kathy Hopkins stayed in there for the first Amateur gal position while Kelly Kline was second Expert woman.

Irvin Sinclair (Amateur Sr 125cc) slid past the checkered just before Amateur Bill Zoller (250cc), both only a breath ahead of the first Novice, John Magarro (Open) who finished 82nd overall.

First and second novice C's were separated by only one bike and were piloted by Joe Zoller and Rich Barr.

Phil Bayliss (Vet Open Nov) earned the honors in his class while winner Bob Bauman and runner-up Dan Powell battled it to the finish in the 250cc Novice class. Joe Sheehy took first Vet 250.

The only sad note to the event was that Monte Lee had to receive such severe injuries, especially just before Christmas. He has absolutely no insurance and his father is retired and receives only a small pension. Monte's hospital bills are enormous. ●

Western hotline

DiStefano on the comeback trail at CMC Saddleback

By Mike Klinger

ORANGE, CA, NOV. 18
Tony DiStefano (Hus) might not have had a prosperous Saturday night at the Coca-Cola Motocross Finals, but Tony was out bright and early on Sunday at Saddleback Park and went on to win two Continental Moto-sports Club Professional classes with CMC.

In both motos of the Open Pros, DiStefano, riding out of Anaheim Husqvarna, did not get the holeshot but went into the lead within three laps. Trailing DiStefano was Maico-mounted Bill Jewell, racing for Moto Meister.

"Mr. Bill" gave DiStefano a real threat in moto two but he had to out maneuver Scott Slayton (Mai). Jewell had trouble trying to get around Slayton, but on the 11th of 14 laps, Jewell just gunned past Slayton for a 2-2 score and second overall. DiStefano went 1-1 for the overall win and Slayton was third.

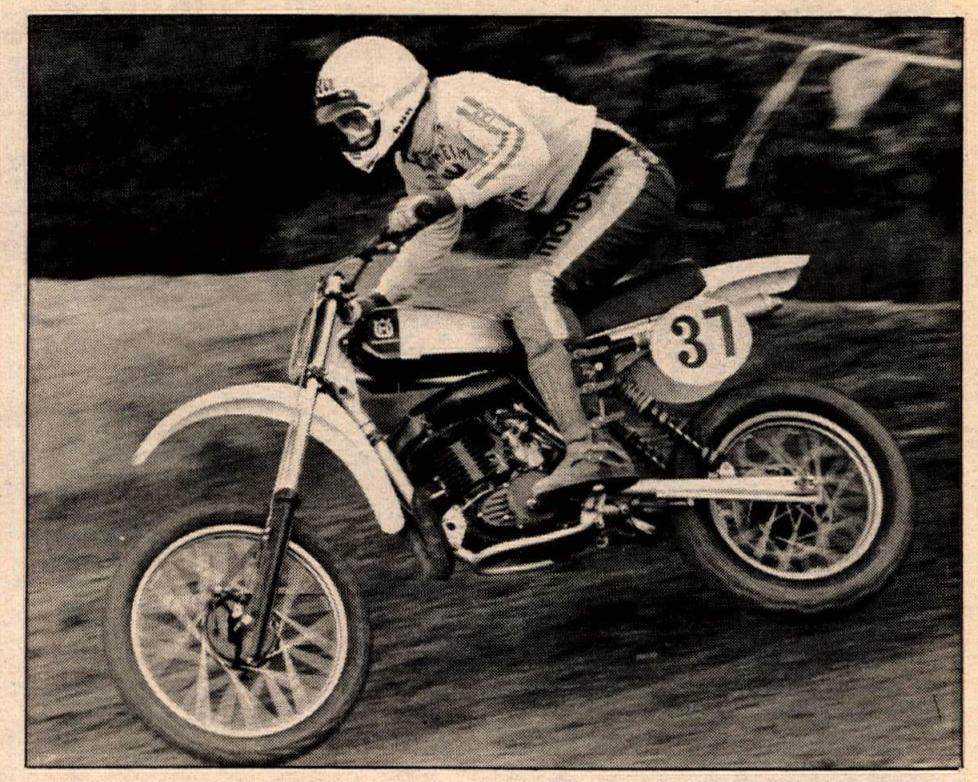
Coming all the way from Arizona, Dave Crawford pulled off the gate just ahead of DiStefano in the first 250cc Pro moto. Crawford had good intentions but the experienced DiStefano took the lead on lap two and no one came close. Running a solid third was Phillip Taboada with Terry Biner closing in to make a run for the money. DiStefano won hands down with Crawford second then Taboada and Biner.

Bill Jewell (4) tried, but couldn't catch Tony DiStefano (37) at CMC.

Tony Gomez (Suz) made moto two a real spectacle. Crawford again got the holeshot but this time Gomez was right up with the leader and DiStefano was third. For 10 laps the top three contenders were no farther apart than one bikelength. On lap 11, Gomez took the lead from Crawford and went on for the win. DiStefano's consistent riding enabled him to also nudge past Crawford which gave Tony second place and first overall. Crawford was second overall then came Taboada.

Crawford brought out his small bore scooter for the 125cc Pros and led the crew up the start ahead of Gary Ogden (Hon) and Rick Adkins (Suz). On lap seven, Crawford kissed mother earth for some unknown reason and Ogden went into the lead. Ogden won, Adkins took second and Paul Thede (Suz) was third.

In moto two, Crawford decided to stay on his machine. But, the consistent riding of Adkins and another second place finish in moto two gave Rick the overall. Ogden hung onto third place in moto two which gave him a 1-3 score for second overall. Thede was third.



CMC Carlsbad MX goes to Jennings, Wanket

By Mark Kariya

CARLSBAD, CA, NOV. 11
Today's Continental Moto-sports Club event provided riders with a final tune-up

(Continued to page 26)

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(415) 366-1755

Richmond
Karls Motors Inc.
12669 San Pablo Ave.
(415) 235-7322

Sacramento
Capitol Yamaha
4926 Auborn Rd.
(916) 332-6433

Sacramento
Professional Cycle Parts
6500 Freeport Blvd.
(916) 428-4040

San Francisco
San Francisco Yamaha
26800 Geary St.
(415) 922-3187

San Leandro
East Bay Yamaha
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(415) 483-2345

San Jose
Yamaha of San Jose
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(408) 267-3040

San Jose
Champion Yamaha
776 N. 13th
(408) 287-2946

San Mateo
San Mateo Yamaha
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(415) 347-4758

San Rafael
Cycle Town
933 Francisco Blvd.
(415) 456-0335

Santa Clara
Cycle Sports
2355 El Camino
(408) 247-1313

Santa Cruz
Motorsport Center
1523 Commercial Way
(408) 475-5970

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Jim & Jims
910 Santa Rosa Ave.
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McGill Motorcycles
1850 Cherokee
(209) 466-2966

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R & J Cycles
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International MC Inc.
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(213) 346-3700

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Custom City Sports Center
15721 S. Atlantic
(213) 635-8058

El Monte
Yamaha of El Monte
2859 N. Durfee Ave.
(213) 442-5800

Garden Grove
O.C. Cycle
13666 Harbor Blvd.
(714) 530-7340

Glendale
Glendale Yamaha
1120 S. Brand Blvd.
(213) 340-2230

Goleta
Yamaha of Goleta
340 Pine Ave.
(808) 964-7714

Granada Hills
Granada Yamaha
17602 Chatsworth St.
(213) 360-3400

Hollywood
Hollywood Yamaha & Kawasaki
1339 N. Highland Ave.
(213) 466-8451

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S & L Yamaha
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(213) 587-7244

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(213) 534-2311

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Ted Evans MC
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(213) 390-3406

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(805) 259-8460

Pasadena
Mason Motors
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(213) 795-0267

Rosemead
Crown Cycle
8904 E. Garvey
(213) 283-6934

Thousand Oaks
Yamaha of Thousand Oaks
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Western hotline

Jeff Jennings is pursued by Tony Wanket in the CMC 250cc Pro class.

(Continued from page 23)

before the Anaheim Supercross Finals and the AMA Four-Stroke Nationals, as well as the final CMC Pro points race of 1979 here on Nov. 25.

Several used the opportunity to sharpen their skills and fully dial themselves in on quarter-liter machinery, as would be used at Anaheim, and when the gate dropped for the first 250cc Pro moto, David Gerig (Esc) flew away with the hole shot.

Huff Hadley stuck his Maico right behind Gerig and grabbed the lead as they bounced up the uphill.

However, Gerig refused to be flustered by the move and cooly passed Hadley back as they rounded the top of the hill.

Gerig proceeded to pull out a small lead which remained fairly comfortable until the last few laps of the moto when Jeff Jennings (Hon) and Steve Rhyan (Mai) began closing on him.

As they started the last lap, Jennings appeared to be ready to eat Gerig, which he almost did when the hapless Suzuki rider slid out in the first sweeper.

Though unhurt, the fall relegated Gerig to third. In fourth came Mike Tripes aboard a new 1980 YZ he was having problems dialing in, with Alan Smith (Hus) a close fifth.

Moto two saw Rhyan out front in his quick, efficient manner until midway through the race when his bike threw its chain, demolishing the rear hub in the process.

Jennings was more than willing to fill in for Rhyan, though, and finished the race number one. Smith got by Tony Wanket (Yam) in the late going for second with Tripes fourth again and third overall.

A few thumpers showed up in the Open Pros, anxious to get track time in before the Four-Stroke Nationals. Pete Wanket (Yam) barely outdragged the rest of the field to the first turn.

Lee Ramage (Mai), disgusted with himself for not getting his usual holeshot, tried to make amends for that by sneaking past Wanket after the ledge.

Wanket could not and would not be had, though, and regained first less than a lap later for good.

Pierre Karsmakers came from near the rear of the pack on a beautiful blue Yammie Thumper, picking off riders one at a time with calculating precision that left him runner-up.

Ramage came by next with Scott Slayton (Mai) and Bill Jewell (MMM) in tow.

Wanket dominated each lap of the second moto to pick up the overall win hands down.

Behind him, Mr. Bill sepnt the entire moto trying to figure out how to slip by Ramage. Unfortunately, a last ditch effort on the final lap opened the door for Steve Martin (Yam) to break through and Mr. Bill ended up fourth. In the overall standings, Martin also ended up on the winning end of a three-way tie for third with Jewell and Slayton.

In the 125cc Pros, Gerig stroked his small bore Suzuki the best, snatching the lead immediately.

Jennings started off about fifth, but moved to second on the initial tour of the course. He followed Gerig for a while then took him on the hill.

It appeared that Jennings was then headed for an uncontested victory until lap six when he slowed abruptly on the downhill with a suspected crank seizure.

Gerig obligingly took the lead back and held it to the checkered, ahead of Paul Thede (SoP), Eric Baker (Suz), Bobby Sullivan (R&D) and Ross Maeda (Suz).

The second moto saw a running battle the entire way between Gerig and Thede. Always in striking range, the Suzuki of Pomona rider was never able to muster the superior speed necessary to sneak past Gerig.

Don Fuller (Suz) rode around third for the whole race with Baker and Andy Northrup (SoP) a short ways to the rear.

Results

125 PRO: 1. David Gerig (Esc); 2. Paul Thede (SoP); 3. Eric Baker (Suz).
125 INT: 1. Vince Poblano (Suz); 2. Robbie Nolin (Yam); 3. Scott Brown (SDS).
125 JR: 1. Tim Bodenhamer (Yam); 2. Roy Smotherman (Hon); 3. John Delfante (Suz).
80 JR: 1. Brad Tetherton (Esc); 2. Chris Wheatley (Suz); 3. Tim Rutherford (Kaw).
80 INT: 1. Ronnie Seymour (Suz).
100 INT: 1. Ray Tetherton (Esc).
250 PRO: 1. Jeff Jennings (Hon); 2. Alan Smith (Hus); 3. Mike Tripes (Yam).
250 INT: 1. David Hammond (Hon); 2. James Gochmanosky (C-A); 3. Frank Emerson (Hus).
250 JR: 1. Rick Piggott (Yam); 2. Bobby Hight (Mai); 3. Randy Smith (Yam).
OPEN PRO: 1. Pete Wanket (Yam); 2. Lee Ramage (Mai); 3. Steve Martin (Yam).
OPEN INT: 1. Keith Petrangelo (CCM); 2. Tim Ramsey (Mai); 3. Ray Pisarski (Suz).
OPEN JR: 1. Ward Strona (SoP); 2. Vincent Deluca (Suz); 3. Pete Vetrano (Sop).

Pat Kennedy (247) gets the holeshot in 125cc Beginner action at Saguaro.

Intermediates take show at Saguaro

By Nancy Keyes

TUCSON, AZ, NOV. 18

With many of Tucson's riders at Anaheim, the 250cc Pros, 250cc Intermediates, and 125cc Intermediates rode together with a total of 17 riders.

Wes Blair, a 250cc Intermediate riding for Cochise Yamaha, pulled the holeshot the first moto with Rick Watmore and Steve Garrison right on his tail. Watmore took over first on the third lap, as Blair lost a chain, with Scott Woods taking second and Steve Garrison third. All were Pros. Buddy Thomison, a 125cc Intermediate, 250cc Intermediate John Beaver, Mike Dales and John McAdams, both 125cc Intermediates, followed.

Beaver grabbed the holeshot the second moto only to lose it to Scott Woods, who went down behind Sunshine on the first lap, leaving Beaver in the lead with Mike Dales, Steve Garrison and Buddy Thomison right behind. Beaver broke a chain and Garrison took over the lead for four laps as Wes Blair worked his way into first place with Rick Watmore a close second.

Pat Kennedy and Keith Rich, ech pulling a holeshot in the 125cc Beginners, rode their Suzukis to first and second place in both motos with a 15-second lead on Mike Lafferty who came in third.

Kawasaki-mounted Ray Wimmer grabbed the lead in the first turn of the 125cc Juniors only to lose it to Brian Dain on the second turn, followed by Bob Blank. Dain tangled with a lapped rider on the last lap and went down, letting Blank and Bob Graham grab first and second. Graham and Dain had a very close battle the second moto with Graham getting the overall win. Blank was second and Dain third.

A split start for the 100s and 80s gave the crowd an exciting race with the 100s going first. Tony DeAngelis pulled both holeshots for the 100s and Scott Keyes pulled both for the 80s. The first moto saw DeAngelis hold first in the 100s with Brian Kennedy and Scott Guerin second and third, followed by two 80cc riders, David Martin and Keyes. In the second moto Keyes and Martin, passing five 100s, finished behind DeAngelis.

Results

MINI BEG: 1. Daniel Crow (Kaw); 2. Brad Wachs (Yam).
MINI INT: 1. Scott Keyes (Suz); 2. David Martin (Suz).
100 BEG: 1. Scott Guerin (Yam).
100 JR: 1. Brian Kennedy (Yam).
100 INT: 1. Tony DeAngelis (Suz).
125 BEG: 1. Pat Kennedy (Suz); 2. Keith Rich (Suz); 3. Mike Lafferty (Yam).
125 JR: 1. Bob Graham (Suz); 2. Bob Blank (Kaw).
125 INT: 1. Mike Dales (Yam); 2. Buddy Thomison (Yam); 3. John McAdams (Suz).
250 BEG: 1. Mike Ebert (Mai); 2. Don Davis (Yam); 3. Frank Rendon (Hon).
250 JR: 1. Ken Hurt (Yam).
250 INT: 1. Armando Rivera (Mai) 2. Mike Rehm (Mai).
OPEN JR: 1. John Malsam.
OPEN INT: 1. John Beaver (Yam).
ANTIQUERS: 1. Steve Garrison (Yam).
OLD TIMERS: 1. Bob Brown (KTM).
250 PRO: 1. Rick Watmore (Yam); 2. Steve Garrison (Yam).
SWEEPSTAKES (11/4): 1. John Beaver (Yam); 2. Wes Blair (Yam); 3. Mike Rehm (Mai).
SWEEPSTAKES (11/18): 1. John Beaver (Yam); 2. Armando Rivera (Mai); 3. John McAdams (Suz).

NMA, Derbi host Saddleback moped MX

ORANGE, CA, NOV. 11

If you had arrived at Saddleback Park early Sunday morning you would have witnessed a most unusual motocross race. It was the running of the second Derbi National Motosports Association sponsored "MPX" race. "MPX" literally stands for moped motocross but what it really means for everyone is just plain fun. "Perhaps after the next MPX race in December we can get some kind of series going," said Carmen DeLeone, president of Derbi Motor Corporation of America. The event turned out twice as many participants and spectators than the first race, also held at Saddleback last June.

Event one was the under-15 Open class. Kurt Hendrickson on his factory Derbi pulled an early lead in the eight-lap moto, followed by Mike

A group of moped MXers gets underway at Saddleback's NMA/Derbi bash.

Bernbaum, Paul Denis, and Todd Brandt. Bernbaum and Denis fought for second place until Berbaum dropped from the competition completely. Second moto action saw Hendrickson once again pull into the lead for yet another 30-second lead over second place Denis, followed by Bernbaum and Brandt in fourth.

Event two brought the 16 years and older riders, one- and 2-speed bikes to the line. Jim Beckers of Huntington Beach built an early lead on his modified Puch followed by Robert Capehart, Bill Brown and Scott Schneider. The riders followed this order until Brown and Schneider exchanged places at the halfway point. Moto number two brought little change in the action as the riders finished up in the same positions.

The 16-plus Variable Speed class brought perhaps the fiercest competition of the day. The battle between Wally Thompson and Jim Beckers was on. They battled over first place for several laps until Beckers fell and dropped to seventh. *Motocross Action's* Jody Weisel followed close behind with Robert Capehart and Paul DeLeone. Capehart passed Weisel on the last lap for second place while DeLeone finished fourth.

Wally Thompson and Bay Area Bultaco's Harry Phelps did battle at the start of moto two. Phelps got by Thompson in lap four to take the lead and the checkered flag. Thompson got off halfway through the race in the "gnarly" water hole provided on the back side of the track. Beckers then pulled into second followed by DeLeone, Weisel and moto one winner Thompson.

The next two events were certainly the most colorful. Event number four was the Powder Puff class followed by the over 30 gang. It's hard to say who was worse. The girls chatted as they rode around together and occasionally forgot a turn or two and bailed off. Only two girls finished moto one. First place went to Kim Daves followed by Carol Small. All the girls managed to finish moto two but not before each took a splashing ride through the mudhole.

The old-timers were great — they brought more laughs than Steve Martin could on his best night. Many of the spectators moved closer to the mudhole to catch a glimpse of these "old guys" maneuvering their way through the mud and that extra large puddle next to it. Perhaps something should be said about the elite group of men who participated in this event. There were men like Carmen DeLeone of Derbi, Ken Wyman of Sport Mags, and Ron Hendrickson and Jack Denis of the NMA. It was Greg Ott, however, who made his way to two first place finishes on his M & J sponsored tricked-out Derbi. This man simply blew the doors off the rest of the riders and lapped half of them in the process. Perhaps he wasn't really 30. Jody Weisel placed second followed by Bruce Bernbaum.

The final event saw Lance Sallas ride his Harry Klemm prepared Derbi sponsored moped to an easy first place finish. The only real competition came from Wally Thompson and Mike Hanley. The second moto, however, was something to behold as the 20 riders rounded the mudhole, something happened — half of them went down. Some of the riders were still picking up their bikes and attempting to start them when leader Lance Sallas came around for lap number two. The guys were having so much fun playing in that mudhole most of them forgot it was a race. All except Sallas and the two guys chasing him — again Hanley and Thompson. Somehow they avoided taking a bath in the mud.

The NMA has decided to include a moped class in their annual Santa Claus Grand Prix to be held Dec. 16 at Indian Dunes. So if you own a moped and your name isn't Bob Hannah call the NMA for all the details on the next MPX.

Results

UNDER 15 OPEN: 1. Kurt Hendrickson (Der); 2. Paul Denis (Der).
16 PLUS VARIABLE SPEED: 1. Wally Thompson (Mbc); 2. Paul DeLeone (Der); 3. Jody Weisel (Yam).
30 PLUS: 1. Gregg Ott (Der); 2. Jody Weisel (Yam); 3. Bruce Bernbaum (Der).
16 PLUS 1 & 2 SPEED: 1. Jim Becker (Puc); 2. Robert Capehart.
POWDER PUFF: 1. Kim Daves; 2. Carol Small (Mbc).
16 PLUS MOD: 1. Lance Sallas (Der); 2. Mike Hanley (Der); 3. Wally Thompson (Mbc).

Jackson jams at DeAnza

By Ron Lawson

SUNNYMEAD, CA, NOV. 11

With less than three months of Pro riding under his belt, Rick Jackson has become one of the top 125cc riders in Riverside County on his Anaheim Suzuki. At DeAnza Cycle Park last week he proved it by putting himself in front in both motos.

When Jackson jumped on top of the first race, Scott Manning and his factory-supported Honda were in his shadow with Redlands Suzuki rider Danny Burtt right behind. Jackson slowly pulled away while Manning and Burtt got into a one on one race with Manning holding the edge. It was on the seventh lap that Manning finally got some relief when Burtt's machine started to sputter and cut out. Burtt pulled off the track thinking that his race had ended when the trouble suddenly cleared up. He got back into the race before fourth place Dave Eropkin (DG/Suz) could catch up, but Manning was long gone. Jackson finished with a big lead and was ready to go when they lined up again.

Keith Williamson leads eventual DeAnza 250cc Pro winner Curt McCuiston.

This time, however, Eropkin was ready and he pulled ahead on the first lap. Jackson was right on his tail with Manning and Burtt following close behind as they rounded the first lap. Soon Rick Lee (Suz) put himself in the top five by passing Dave Coyle (Suz) and shortly after that, Jackson also moved up and took the lead. The next few laps looked like a replay of the first round with Manning and Burtt having at it as their battle carried them past Eropkin into second and third. Burtt kept the pressure on high for the rest of the race, but Manning held out to finish second again. Jackson had a lead at the finish equal to his first moto's.

The 250cc Pro class saw a new name in the area take the win in both motos. Curt McCuistion (Kaw) took his John Petersen KX250 to a seventh place start in the first round, but improved that position to third at the end of lap one. Greg Zitterkopf (Mai) was in the lead briefly, but carburetor troubles dropped him back to last place. Then the lead went to Keith Williamson (Yam), who led for almost half of the moto with McCuistion and Craig Gormley (Yam) pushing him. Then McCuistion got by, but Williamson managed to hold off Gormley for the rest of the race.

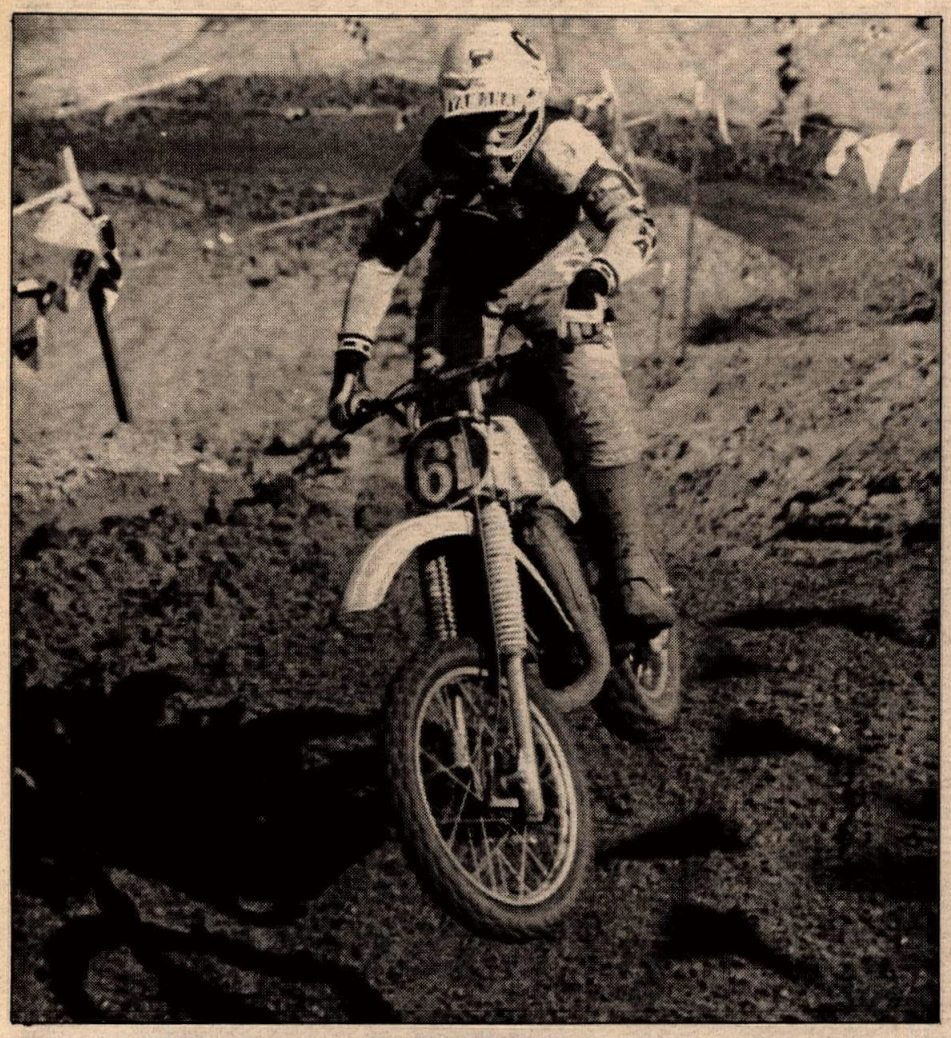
In the next round, Gormley shot into an early lead with both McCuistion and Williamson in tow, making it a three way race. On the fourth lap, Williamson made an attempt to pass Gormley, but got out of shape and was passed by McCuistion instead. One lap later, in the same spot, McCuistion made a clean pass on Gormley and led the rest of the race. Coming in a close second and third were Gormley and Williamson over Florence Manapany (Suz) and Zitterkopf.

In the Mini class the Intermediates were stormed by factory Honda rider Todd Hewatt. In both motos he diced with Don Sigrist (Suz), but a second moto crash put Sigrist out of the action and Skip Godinez in second. Todd's brother Scott, also on a factory pre-production CR80, took the Mini Expert class over Gary Carney (Yam).

Results

MINI BEG: 1. Johnny Whitsell (Suz); 2. Tino Benigini (Yam); 3. Lance Hopton (Suz).
MINI NOV: 1. Jimmy McManus (Suz); 2. Todd Parker (Suz); 3. Bob Swain (Suz).
MINI INT: 1. Todd Hewatt (Hon); 2. Skid Godinez (Kaw); 3. Scott Brown (Yam).
MINI EX: 1. Scott Hewatt (Hon); 2. Gary Carney (Yam).
100 BEG: 1. Jim Pearson (Suz); 2. Gary Smith (Yam).
PEE WEE #1: 1. Bobby Davis (Suz); 2. Wes Klein (Suz); 3. Jason Linder (Suz).
PEE WEE #2: 1. Sean Gasper (Hon); 2. Bubba Erickson (Suz); 3. Tim Galatioto (Suz).
PEE WEE #3: 1. Jeff David (Suz); 2. Kimberly Robertson (Suz); 3. Prax Cruz (Suz).
125 BEG: 1. James Blan (Hon); 2. No Name; 3. Gary Harada (Suz).
125 NOV: 1. David DeFluiter (Suz); 2. Ron Eversole (Suz); 3. Tom Thomsen (Yam).
125 INT: 1. Tony Camarena (Hon); 2. Larry Lawrence (Suz); 3. Sam Ramirez (Suz).
125 EX: 1. Rick Jackson (Suz); 2. Scott Manning (Hon); 3. Danny Burtt (Suz).
250 BEG: 1. Aurelio Siracusa (Kaw); 2. Larry Luna (Hon); 3. Alan Garcia (Hon).
250 NOV: 1. Dale Ream (Hon); 2. Mark Mason (Kaw); 3. Jim Gahatioto (Suz).
250 INT: 1. Duane Mapes (Mai); 2. Keith Disert (Hus); 3. Ken Miller (Yam).
250 EX: 1. Curt McCuistion (Kaw); 2. Craig Gormley (Yam); 3. Keith Williamson (Yam).
OPEN INT: 1. Rollie Smith (Hus); 2. Ron Lawson (Suz); 3. Jed Drummond (Mon).
OPEN EX: 1. Jim Lowe (Hon); 2. Eddie Michetti (Mai); 3. Roy Burton (Suz).
VETS: 1. Paul Wilde (Yam); 2. Ed Michetti (Mai).

Western hotline



Tim Locey finished second behind Jeff Ward in the SSM Open Pros.

Heisser dominates 125cc Pros at SSM MX

By Terry Whytal

ORANGE, CA, NOV. 10

Continuing his long string of Saddleback victories, Chris Heisser rode his Honda across the finish line first in both 125 Pro motos. Heisser's Patrick Johnson-tuned CR125 never missed a beat as he held off challenges by Yamaha rider A.J. Whiting and Suzuki-mounted Dean Cates.

Whiting jumped out to the early lead in moto one with Heisser close behind, Suzuki rider Tim Theodore in third and Cates following in fourth. Cates slipped by Theodore on lap three and one lap later Matt Zigeler moved his RM 125 past Theodore to take over fourth. Lap five saw the lead change as Heisser kicked in the afterburners, blew past Whiting and began to pull away. The next three positions were up for grabs as the riders struggled with the difficult, somewhat muddy track. Zigeler tangled with a lapped rider and fell, ending his ride while Whiting and Cates faded back and settled for second and third respectively.

Heisser rocketed up the start hill with Whiting in tow as the second moto began. Cates again held down third and Ziegeler was back in the fourth spot. Heisser began to stretch his lead on Whiting as the top four riders pulled away from the pack. Zigeler DNF with mechanical problems as Cates began to pressure Whiting and Heisser switched on the autopilot.

With Cates pushing from behind Whiting slowly whittled away at Heisser's lead. Near the end of the moto Cates faded back but Whiting kept charging and nearly reeled in the cruising Heisser. Ath the checkers Heisser was still well in control and took the win with Whiting second and Cates third and that's how the payoff listed also.

The 250cc Intermediate racers put on an action-filled show for the spectators with many lead changes and some very fast up and coming riders. The top four riders battled for most of both motos and traded finishing positions in a haphazard fashion. The overall victory finally went to Honda rider Jay Van Camp while Kevin Olson motored in for second on his Maico. Can-Am rider Walt Olson settled for third place and Jim Brodie kept his Honda in the hunt all the way and finished fourth.

Results

OPEN PRO: 1. Jeff Ward (Kaw); 2. Tim Locey (Yam); 3. Pete Wanket (Yam).
250 PRO: 1. Robert Reisinger (Kaw); 2. Tony Wanket (Yam); 3. Clark Jones (Hon).
125 PRO: 1. Chris Heisser (Hon); 2. A.J. Whiting (Yam); 3. Dean Cates (Suz).
OPEN INT: 1. Fulton Tidwell (Mai); 2. Greg Painter (Mai); 3. Harold Johnson (Suz).
250 INT: 1. Jay Van Camp (Hon); 2. Kevin Olson (Mai); 3. Walt Olson (C-A).
125 INT: 1. Ryan Eide (DG); 2. Dirk Strapp (Yam); 3. Brett Newman (Suz).
OPEN JR: 1. Bob Hollister (Yam); 2. Bob Kady (Suz); 3. Darby Riley (Yam).
250 JR: 1. Bruce Deacon (Yam); 2. Arte Oliver (Hon); 3. Tom White (Kaw).
125 JR: 1. Jim Connaly (Suz); 2. Deane Brown (Yam); 3. Thad Heroux (Suz).
250 BEG: 1. Dan Oftelue (Yam); 2. John Tebeu (Hon); 3. Dean Saunders (Hon).
125 BEG: 1. John Brauch (Yam); 2. Mark Reynolds (Suz); 3. Shell Conasett (Suz).

Rick Halzle (15c) and Phil Miller (F92) lead the CRC 250cc Beginners.

Moates bests Karsmakers at CRC Anaheim qualifier

By Kevin Fredrick Stassin
Photo by Suzanne McMasters and Douglas Del Muro

CARLSBAD, CA, NOV. 4

"The track is really good because of the rain we got last night, so it's going to be good today, nice and loamy instead of hardpacked like most of the tracks out here," said Marty Moates.

"If it stays overcast like it does now it probably won't dry out too much I think, I don't know," said Pierre Karsmakers, pausing to smile. "We'll see..."

No, you haven't flipped to the national weather forecast! These were just the comments of the world's two fastest forecasters, as over 230 motocrossers followed their prediction and came to participate in a day full of fine racing under the organized care of California Racing Club.

There were 99 spots remaining to be filled here at Carlsbad after an 11-race format of qualifications, as CRC geared up for their Nov. 18 stadium race in Anaheim for all classes.

That was, however, not the only incentive, as Karsmakers came out to the track with a prototype 1980 465cc YZG, that he was testing for Yamaha. Equipped with 12 inches of travel in the front and 12½ in the rear that Pierre described, as being "Very nice, progressive and very adjustable, if the manual is followed." He was here for another reason though: some important races were upcoming and since he had raced but once following testing for Yamaha last July in Europe he wanted the practice. He would be racing in the Open Pro class along with a gentleman by the name of Marty Moates, who like Pierre was out for some practice, but there was a problem of finding the time. "About 10 minutes for practice!" Marty said, but this was due to a late ambulance, which was probably slowed by the gate fee.

Karsmakers grabbed the holeshot in the first moto with Randy Blevins (Yam) in second followed by Moates (LOP). At this point Moates seemed to be studying the course more than the competition, however, this quickly changed by lap two, as Marty took his Yamaha and worked his way around not only Blevins, but Karsmakers as well! Lap four saw the moto turn not only into a two man dice, but a new leader as Pierre flew past Moates on the long Carlsbad downhill. Marty then bobbled it a bit at the base and Pierre had himself a three-second lead!

It stayed that way until lap eight with Karsmakers diving deeper into the turns and Moates flying down the straights. As they moved through traffic, Marty moved right up on Pierre and then motored past into the lead once again! Moments later Pierre missed a shift and Marty was gone! Until the last lap when Moates began to show a little flash, Karsmakers showed how to go just plain fast and began to put the pressure on, closing to within one second at the finish. Ron Utaski (Suz), riding for D.F. Cycle, put in a good ride to finish third.

Moto two saw Marty Moates charging out of the first turn and was never headed as he rode a flawless moto to the checkered flag. However, he always kept a watchful eye out for Karsmakers who was never far off the pace after he fought through traffic on the first lap, while he again put on an exciting last lap charge only to fall short. Joe D. Price (Mai) out of Crown Cycle finished third this moto after a nice dice with Ron Utaski, whose consistent riding gave him a well deserved third overall.

After a moto long duel in the first round of the 125cc Intermediate class, which found first and second place never more than three seconds apart in the process of disappearing from the rest of the pack, Vince Poblano (Suz) came away with the victory, as Fred Caldwell (Fra) followed for second. I was Caldwell though who provided a great ride in the second moto when, after following the holeshot of John Rudder (Hon) flying for *Dirt Bike* Magazine, he lost it in the back section and fell to last, but made a charge through the pack while performing some impossible passes to come all the way up to seventh at the end.

Results

MINI BEG: 1. Pat Dennis (Yam); 2. Richard Fleming (Kaw); 3. Mark Capriottl (Suz).
MINI NOV: 1. Mike Wieber (Yam).
MINI INT: 1. Todd Hewatt (Suz).
MINI EX: 1. Scott Hewatt (Suz).
100 BEG: 1. Chris Fleming (Yam).
125 BEG: 1. Mike Kincheloe (Hon); 2. Frank Concepcion (Suz); 3. Mike Denhaan (Yam).
125 NOV: 1. Jon Faure (Suz); 2. David Figueroa (Suz); 3. Marc Crowder (Suz).
125 INT: 1. Vince Poblano (Suz); 2. Ron Baumcartnca (Hus); 3. John Rudder (Hon).
125 PRO: 1. Ron Turner (Yam); 2. John O'Mara (Mug); 3. Mike Brown (Yam).
250 BEG: 1. Phil Miller (Hon); 2. Rich Yelkin (C-A); 3. Robert Tippit (Suz).
250 NOV DIV 2: 1. Art Oliver (Hon); 2. Rusty Hannah (Suz); 3. Rich Peggott (Yam).
250 NOV DIV 1: 1. Gary Flynn (Suz); 2. Bill Haysworth (Suz); 3. Scott Arenz (Kaw).
250 INT: 1. David Hammond (Hon); 2. Jim Coffey (Yam); 3. Troy Manning (Suz).
250 PRO: 1. Marty Moates (LOP Yam); 2. Ron Turner (Yam); 3. Juan Benavidez (C-A).
OPEN BEG: 1. Mike Gatzon (Yam).
OPEN NOV: 1. Tim Heartlcox (Yam).
OPEN INT: 1. Tony Cotta (Suz); 2. Paul Hoffman (KTM); 3. Tim Henderson (Yam).
OPEN PRO: 1. Marty Moates (LOP Yam); 2. Pierre Karsmakers (Yam); 3. Ron Utaski (Suz).
VETS INT: 1. Ron Tuzinsky (Yam); 2. Jim Turner (Yam); 3. Jerry Black (Mai).
VETS SR: 1. Bob Hayes (DMG); 2. Charlie Conway (KTM); 3. Bob Crosta (KTM).
VETS JR: 1. Kent Combs (Yam).

Chris Heisser, SSM's 125cc Pro winner, styles through a corner.

Breker blasts past at Standard Crank's SSM MX

By Terry Whytal

ORANGE, CA, NOV. 3

Newly signed to Kawasaki's R&D section, rising star Goat Breker showed up at Saddleback with two potent lime-green MXers. Breker had to settle for second in the Open Pro class behind another Kawasaki lightning bolt, Jeff Ward, as Breker chose to save his energy for the big battle in the 250cc Pro race.

With a $1200 purse, provided by the good folks at Standard Crank, Inc. up for grabs the local talent was out in force. The line-up for the start of the first moto included LOP rider Marty Moates, Honda-mounted Jeff Jennings, three-time National MX Champ Tony DiStefano, now riding Huskys, Kawasaki rider Robert Reisinger, Mugen Honda-equipped pilot Clark Jones, Ed Arnet on an unfamilar Suzuki, and of course Breker.

Well over 30 riders stretched from one end of the gate to the other, the gate dropped and men and machines blasted up the gnarly Saddleback start hill, led by Reisinger and Moates.

Completing lap one still in first was Reisinger just ahead of Moates, Yamaha rider Ron Turner, Breker and DiStefano. Kippy Pierce had his Can-Am in the number six slot while Jones and Arnet were back in mid-pack after bad starts. The lead five riders were running wheel to wheel, looking for any way around those ahead and trying to hold off those behind and already pulling away from the pack. Moates slipped by Reisinger on lap five and Turner followed a lap later, only to have the rear tire go flat. While Turner headed for the pits, Reisinger regained second momentarily before allowing Breker to move past. Reisinger began to fade back as the tough little rider slowly succumbed to the energy sapping flu he had been suffering from all week.

Meanwhile Arnet and Jones had both moved through the pack, into the top 10 and were closing on the leaders. Arnet's ride was in vain however, as a flat tire slowed him to cruising speed and although he struggled to finish he lost several positions each lap. Out in front Breker took the lead away from Moates and began to open up a healthy lead. DiStefano and Pierce got past Moates also and the top positions were set. Breker took the win with a big lead over DiStefano, Pierce and Moates. Reisinger held on to finish fifth and Jones battled his way up to sixth.

Second moto started with a holeshot from the rested and revitalized Reisinger with Moates once agin breathing down his neck. Arnet held down third ahead of Suzuki rider Jim Tarantino and Honda rider Clint Hardick. Pierce followed in sixth while DiStefano and Breker pushed from behind. Pierce went out with mechanical problems on lap four and Hardick dropped back under pressure from DiStefano and Breker. Tarantino DNF and Jones charged into sixth place after another weak start. Breker swooped around DiStefano and Arnet while Moates grabbed the lead from Reisinger. The pace was too hard on the weakened Reisinger and he had to pull off the track, obviously disappointed after trying so hard. Jones put the move on DiStefano and Arnet to move into third as Breker took the lead away from Moates again. Breker motored away with a big lead as Jones and Moates argued over second. Jones passed and then got repassed and at the checkers it was Breker, Moates Jones, DiStefano and Arnet. Breker took the overall win with second going to Moates, third to DiStefano and fourth to Jones. ●

Results

OPEN PRO: 1. Jeff Ward (Kaw); 2. Goat Breker (Kaw); 3. Ed Arnet (Mai).

250 PRO: 1. Goat Breker (Kaw); 2. Marty Moates (LOP) 3. Tony DiStefano (Hus).

125 PRO: 1. Chris Heisser (Hon); 2. A.J. Whiting (Yam); 3. Tim Lunde (Yam).

OPEN INT: 1. Kory Andrew (Mai); 2. Greg Painter (Mai); 3. Glenn Glass (Suz).

250 INT: 1. Jim Brodie (Hon); 2. Bill Boyer (Hon); 3. Gary Soweres (Hon).

125 INT: 1. Vaun Butler (Suz); 2. Mark Darnell (Suz); 3. Allan Coats (Yam).

OPEN JR: 1. Larry Flint (Yam); 2. Jody Weisel (Hon); 3. Eric Anderson (Hus).

250 JR: 1. Bruce Deacon (Yam); 2. Jeff Smith (Mai) 3. Varizn Sarkison (SCI).

125 JR: 1. David Webb (Yam); 2. George Hernandez (Suz); 3. Mark Weathers (SWI).

OPEN BEG: 1. Kent Combs (Yam); 2. Johney Harper (Suz); 3. Cody Fulcher (Yam).

OLD TIMERS: 1. Ron Trunsky (Yam); 2. Dean Saunders (Hon); 3. Jim Banning (Hus).

250 BEG: 1. Chuck Dodson (Suz); 2. Frank Paglua (Kaw); 3. Chris Kaline (Suz).

125 BEG: 1. Jack Stevens (Suz); 2. Steve Theford (Suz); 3. Gary Havada (Suz).

BACK to BACK VICTORIES

Again, PRO-TEC TT-600's Dominate the 4-Stroke National Competition

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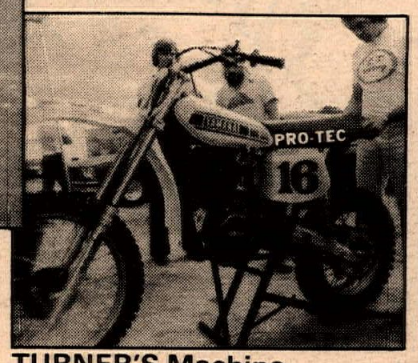

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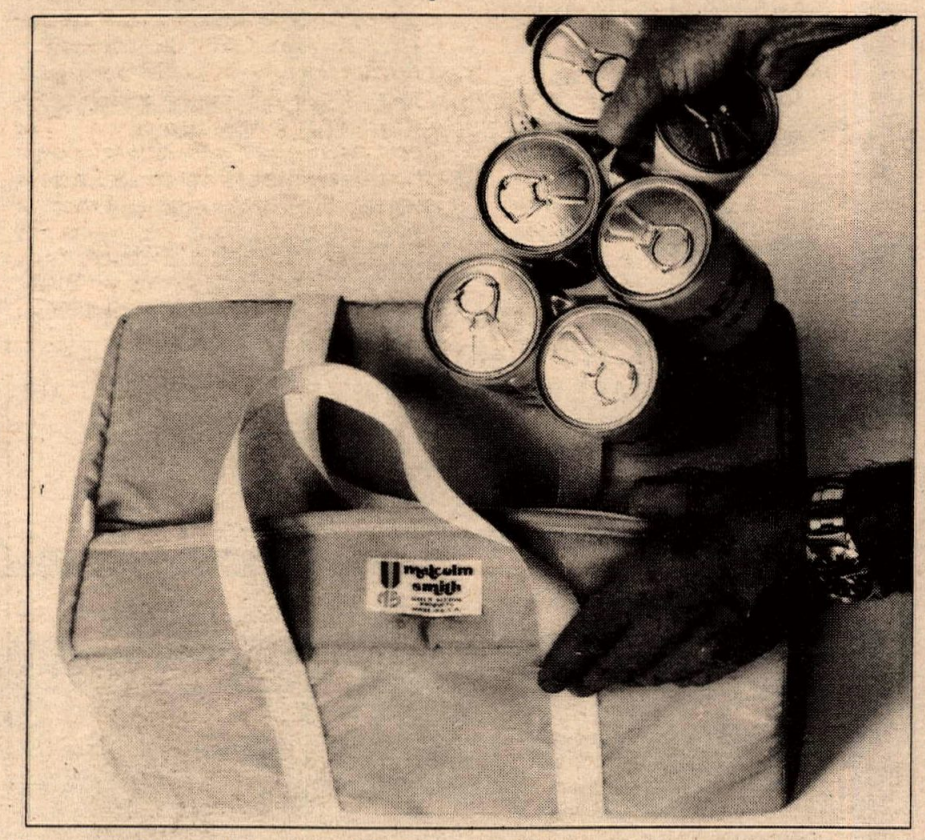
10:1
CHAIN LUBE

Santa's little helper

Gift suggestions to suit the needs and fancies of the motorcyclists on your Christmas shopping list.



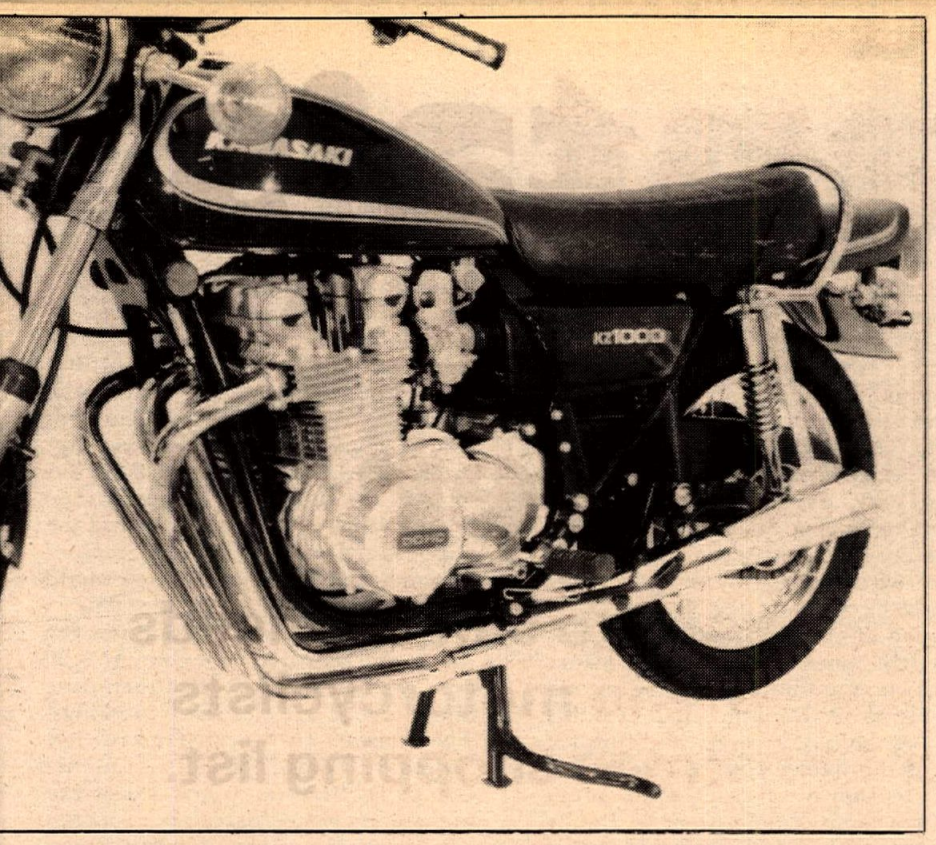
No spectator worth his salt would go to an event without the basic necessities, and Malcolm Smith's "Kool Tote" will keep up to two six-packs of basic necessity nice and cool, with room left over for a couple of sandwiches. The Kool Tote is made of bright yellow nylong with heavy-duty carrying straps, and insulated to keep ice all day long. With a retail price of $32.95, the Kool Tote is available from Malcolm Smith dealers, or write to Malcolm Smith, Dept. CN, 7563 Indiana, Riverside, CA 92504.

Just in time for the big day, Esprit announces their new line of motocross gloves. Going under the handle "Pro-2," these new gloves are made of tough-yet-supple leather. Other features include contoured cut for increased gripping power, outside seam stitching to avoid blisters, inside palm padding, and padding on the knuckles and along the cuticle part of the thumb. The Pro-2 is available in sizes small through extra large in popular team colors, and the suggested retail is $24.95. Esprit products are sold through motorcycle dealerships and accessory shops.

The reason this pretty lady is smiling is because — thanks to the friendly folks at DG — her head is kept warm in frosty winter weather. DG's knit hat is double knit and available for $6.50 at finer motorcycle and accessory stores, or contact DG Performance Specialties, Dept. CN, 1170 Van Horne Rd., Anaheim, CA 92806, 714/630-5471.

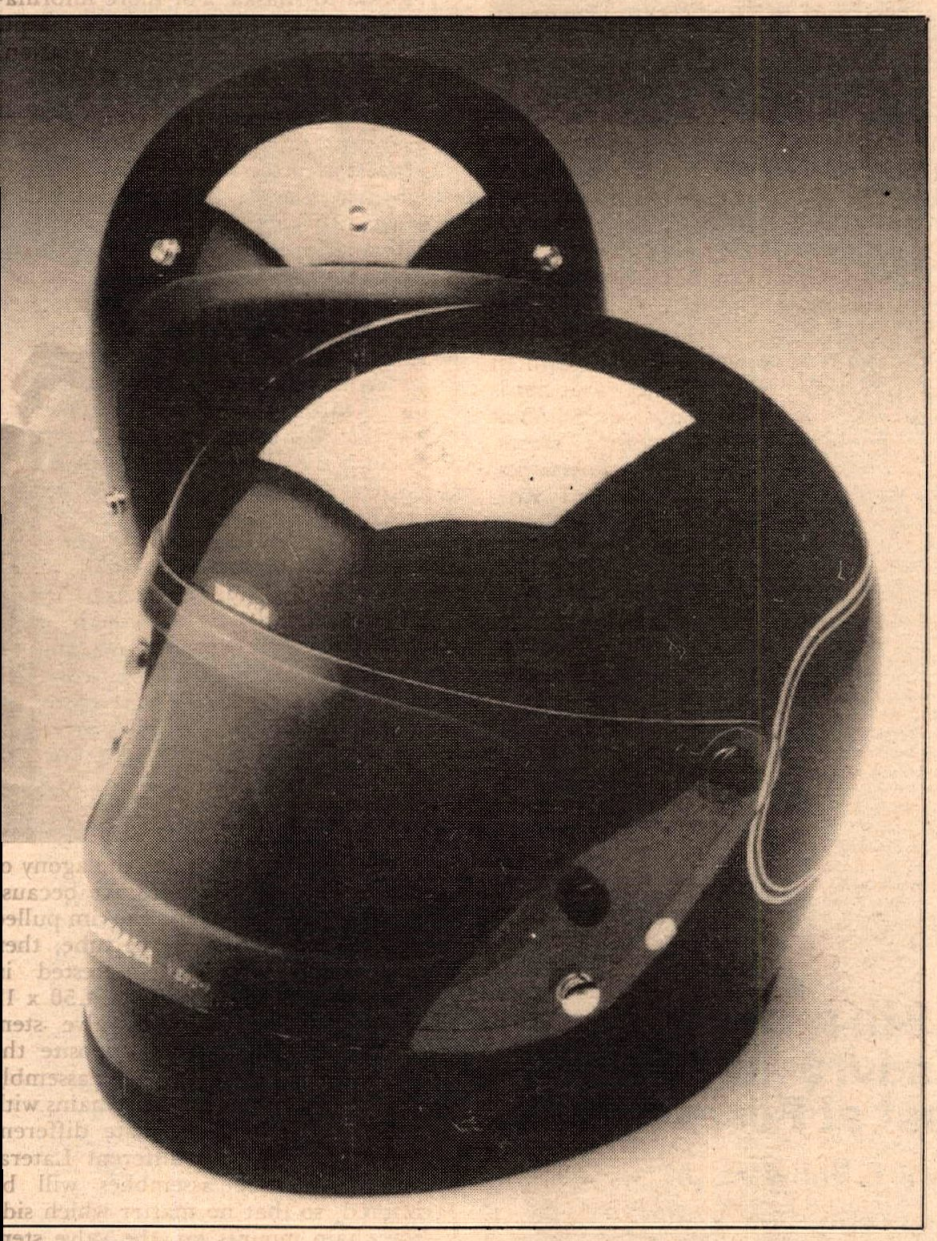
If there's a street/touring rider that you'd like to delight on Christmas day, then the Venture Tour Suit might be just what you're looking for. Its outer shell fabric is Trailex, a material with greater abrasion resistance than leather for protection in case of a fall. Trailex also has a heavy waterproof coating for protection against the elements. A unique vent system of Goretex, a breathable yet waterproof fabric, allows perspiration to exit without the use of zippers or snaps. An optional removable lining makes the Venture Tour Suit the hot set-up from Florida to Alaska. For more information, contact Venture Wear, Dept. CN, American Field Corporation, P.O. Box 265, Stearns, KY 42647.

If you've ever undergone the agony of having to drop out of a race because the rear tire slipped and the rim pulled out the valve stem of the tube, then you might be very interested in Metzeler's latest. Their new 4.50 x 18 Motocross tire has the valve stem located in the sidewall opposite the chain, so that if the tire/tube assembly slips on the rim, the tube remains with the tire. To accommodate different types of bikes, two different Lateral Valve tire/tube assemblies will be offered, so that no matter which side the chain mounts on, the valve stem will be facing rearwards to wheel rotation. The manufacturers say that this tire is recommended for dirt track use only; not Six Days or woods riding, where highways are encountered. See your dealer, or contact Moto Race, Dept. CN, P.O. Box 861, Wilbraham, MA 01095.



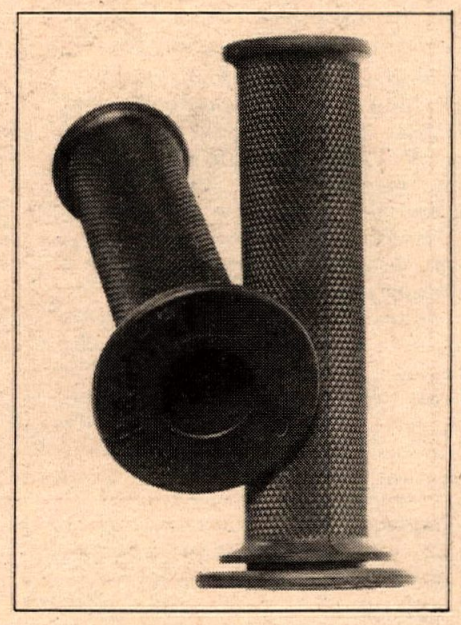
A good lookin', hot performin' Racer's Choice performance exhaust system from M.A.C. Products might be just the ticket for Christmas. All Racer's Choice pipes are developed on the dyno in conjunction with Team Performance to really give you your money's worth. All Racer's Choice exhaust systems come complete with dyno room specs, listing recommended jet changes, plugs, plug gaps, needle settings, etc., to ensure the guaranteed performance the systems were designed to produce. Racer's Choice exhaust systems are currently available for selected models of Honda, Kawasaki, Suzuki, Yamaha and Harley-Davidson. Contact M.A.C. Products, Dept. CN, 1410 West Gaylord, Long Beach, CA 90803, 213/436-9513.

If that special someone on your Christmas list is getting a new bike, then a gift of security is a nice idea. It's even a nice idea if that special someone isn't getting — but already has — a bike. To this end, Page Alert Systems announces their all new Theft Alert 500A for motorcycles. Theft Alert 500A consists of a transmitter, usually placed under the seat, in a fairing or saddlebags of the bike. The transmitter is triggered through the use of a motion detecting "mercury tilt switch." The Theft Alert comes complete with Page Alert Systems' unique piezo-electric "Micro Door Sensors" which are glued to specific areas (like the steering head) and can actually hear a thief tamper with the motorcycle. The instant a thief tries to mess with your bike, the transmitter sends an individually coded message to a compact pocket pager, which beeps a warning of "theft in progress." The Theft Alert's 500 miliwatts of power provides a range of up to half a mile and excellent penetration. Peace of mind for $135 can be yours by contacting Page Alert Systems, Inc., Dept. CN, 23900 Hawthorne Blvd., Torrance, CA 90505, 213/378-8596.



Available exclusively at Yamaha dealers around the country are these truly snazzy-looking high quality "XS Series" helmets from Yamaha. They come in your choice of Indigo Blue, Carmine Red or Black Gold with co-ordinated graphics, and meet DOT and Snell '75 safety standards. Rubber beading, precisely sized liners and brushed nylon interior fabric are other features. Like we said at the beginning of the show, see your Yamaha dealer.

Renthal, one of the world's leading manufacturers of trials handlebars, now has something for you to put on the ends of those bars: Renthal Professional Trials Grips. These grips are made from a specially formulated top quality genuine rubber, which gives an extremely high grip factor, abrasion resistance, and even sweat resistance. Used by such top riders as Martin Lamptkin, Malcolm Rathmell and Marland Whaley. Renthal Professional Trials Grips are now in stock and available from their exclusive U.S. importer, Knobby Shop International. For more details, write or call Knobby Shop International, Dept. CN, P.O. Box 1592, La Jolla, CA 92038, 714/452-1783.



18,000 THA

That's Honda's way of saluting the riders who piloted their XR machines to victory. Collectively they earned $18,000 worth of Honda goodies, a berth in this ad, and of course, the checkered flag. Who said amateurs can't win more than trophies?

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ROBERT JOHNSON
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JIM MESSLER
Oregon, Scrambles, XR500.
TOMMY WAGES
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BOB BRANDON
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MARK ROGERS
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NORTHERN DATELINE

Tom Odekirk in flight at Marysville

Marysville hosts Supercross Amateur qualifier

By W.H. Spencer

MARYSVILLE, CA, NOV. 11

Round two of District 36 qualifying for the 1980 Oakland Bay Area Supercross commenced at Riverfront Park with great racing action on a fast and much improved track. Mike Preston won both motos of the 125cc Expert class on his Jorgy/Bosch RM while Jim Ellis out-pointed Dean Wiggins for the 250cc Expert win and Jim Fisk reversed the Open Expert score on Brian Jodry.

Charlie Sexton's Marysville facility is becoming one of the finest tracks on the west coast with the city getting right into the thick of things by spending money on improvements that will see a big time, Pro show in early January. Today's turnout of over 300 entries saw another 100 riders being seeded into the Sportsman portion of the Oakland Supercross weekend.

Mike Preston led the action off by leading most of the two 125cc Expert motos and winning both. Tom Odekirk led off the first lap of the first moto and was working hard in the second when he crashed. Odekirk combined a pair of threes for second over Tim Mulvey who was in for third with a 6-4 count.

Rick McManning out-scored the very large class of 125cc Juniors with 3-1 finishes while Rick Cervantes, who won the first round, had to come from a 20th spot on the first lap of the second moto to a 12th place finish and a disappointing sixth. Jeff Johnson took second overall with a fine2-7 on the Nor Cal Suzuki with scootin' Scott Dorman in for third with an 8-2 count, tied with Gary Krahmer at 5-5 and Dave Bollinger with a 4-6.

The first of two full divisions of 125cc Novices went to Derek Wells with a 1-1 perfecto on his KX 125 while Kevin Iacovoni did the second best thing for second with a 2-2. Mark Boggeri was diversified enough with a 5-3 for third overall over Kevin Heino and Tom Anderson. Wells came from out of the pack in both motos to win overall each time in good style.

In the second division Eric Mashvir won the overall with a 4-1 score when Jack Barton had troubles off the line in the second round after easily running off in the first on his Yamaha of Salinas YZ. Little Jack scored a bonus trophy despite his 19th place second moto finish. Jim Blintker, Brian Bowen and Mike Lui really had a good battle in the first round, trading spots over the sandy two mile track that borders on the Feather River.

Russ Wyant won both parts of the Vet class and took top Junior trophy while Jim McClinton won the Expert portion over Jerry Jackson. Steve Schotte rode an ancient age CZ to the Novice win after Frank Carevich fell while leading on his IT Yamaha.

The 250cc Expert show was yet another thriller and Jim Ellis was definitely the man to beat out of the hole on his Bohner Suzuki. His first moto holeshot lead was so great absolutely no one could get near him. Pat Wilson took second the first moto just in front of Joey Schlag while Dean Wiggins rode the Petaluma Maico up to fourth over Keith Myers.

In the second round Ellis once again took the holeshot around the hard left hander but Wiggins waited for only one lap to make the pass and he made it stick. The 17-year-old whizzer hadn't been riding for five weeks but looked everybit the #1 Blue Plater he will soon be, winning the second moto and second overall behind Ellis. Joey Schlag and the Cycle City Maico took third overall.

Jim Saitone added some points to his tally in trying to keep his #1 Old Timer plate but, with the enduro points being combined, it will be a thriller. Saitone easily won the opener but had trouble with Gene Higginbotham and the Cycle Riders Supply Maico in the second round. It was Bill McClinton taking the win on the Dick Mann Specialties TT 500. John Korntved had little trouble winning the Junior portion on his Maico while Glyn Long was the Novice portion winner over big Vince Bertran and H. Noell.

Randy Pearson aced both ends of the 250cc Junior while Sam Foord captured second overall with a pair of threes and Jim Tovar was in for third with a 4-6 count. Chris Raney came from deep in the first moto to take a very credible second but disappeared after one lap in the second round. Jack George couldn't overcome his poor start in the first moto but finished a fine second in the final.

Greg Pennington rode the All American Honda CR 250 R to a pair of 250cc Novice Division I wins and is obviously ready for the Junior ranks. Dann Silva took second with 3-2 motos after dicing in the first moto with Kirk Wood. Silva diced with Dennis Ambrecht in the second round and Ambrecht wound up third with a 5-3. Bonus trophies went to Jack Eison and brother Steve Ambrecht.

It was a real close division two event, if you don't count little Jack Barton's effort. In trying to get as many points, as early as possible, the former Black Plate Mini rider is trying to ride two classes; and owning only one motorcycle, that's tough under D-36 rules. What makes it embarrasing is that his bike is a 125 and he literally smoked off the competition but had to be disqualified.

The win went to Rick Trossglauser in a close duel with Nick Bishop and Jeff Verlin. Grossglauser led Barton on the first circuit but got tied up with Verlin and then Bishop and Brian McNay. Right on Rick led out the second round but got passed by Bishop for the win and held off Mark Boggeri in a good battle.

Tony Serpa took both ends of the combined 100cc class, winning the Sportsman division over Tim Hackett. Rick Carrel took the Mini end over Brooks Perry and Kelley King was the only Powder Puff to sign up in that class.

Brian Jodry led all laps of the first moto of Open Experts with Jim Fisk in for second over Brad Emery and Joe Schlag. Mike Skrivanek was on his way to a fine fifth on the D & D four stroke Honda when it quit and Dean Wiggins, who had the holeshot, got center punched into the first turn sand. Then, while trying to recover from last to around 10th, Wiggins hit a tire and bent his shifter and while trying to unbend it, he broke it. Fisk led every lap of the second round over Jodry with Schlag in for third over Charlie Smart and Greg Nilsen.

Open Junior Ron Knarr rode home to a first moto second behind leader Mark Hannum but he won the second round after Hannum had trouble making the required laps and finished out of the money with a 1-9. Second went to Don Steele with a 3-2 count and the bonus trophy went to Donny Hawkins with a 4-3. This was one of the classes where everyone who signed up for the qualifier made it because almost half of the riders had qualified from the Sears Point race.

Proving that you don't have to win to be a winner, Ron Sturgeon in the Open Novice took a pair of seconds to the overall win by being just as consistent as he was in the Sears Point mud run. The same went for Jimmy Souze who took third place finishes in both motos for second overall. Anthony Able won the first round easily but couldn't make up the deficit in the second and took a fifth. John Columbe won the second moto but had his share of troubles in the first; he took eighth and a bonus trophy along with Tom Bracamonte.

Results

125 EX: 1. Mike Preston (Suz); 2. Tom Odekirk (Suz); 3. Tim Mulvey (Suz).
125 JR: 1. Rick McManning (Suz); 2. Jeff Johnson (Suz); 3. Scott Dorman (Suz).
125 NOV DIV I: 1. Derke Wells (Kaw); 2. Kevin Iacovoni (Suz); 3. Mark Boggeri (Suz).
125 NOV DIV II: 1. Eric Mashvir (Hon); 2. Brian Bowen (Suz); 3. Jim Blintker (Yam).
80 NOVICE: 1. Frank Szazy (Suz); 2. Don Church (Kaw); 3. Kris Cordell (Suz).
80 JR: 1. Tommy Seidel (Kaw); 2. Dave Azevedo (Suz); 3. Walt Bevans (Kaw).
VET EX: 1. Jim McClinton (Mai); 2. Jerry Jackson (Mai); 3. M.C. Deatrick (Hon).
VET JR: 1. Russ Wyane (Mai).
VET NOV: 1. Steve Schotte (CZ); 2. J. Leiser (Mai); 3. Frank Crevich (Yam).
250 EX: 1. Jim Ellis (Suz); 2. Dean Wiggins (Mai); 3. Joey Schlag (Mai).
OT EX: 1. Jim Saitone (Mai).
OT JR: 1. John Korntved (Mai).
OT NOV: 1. G.L. Long (Mai); 2. Vince Bertram (Mai); 3. H. Noell (Mai).
250 JR: 1. Randy Pearson (C-A); 2. Sam Foord (Hon); 3. Jim Tovar (Hon).
250 NOV DIV I: 1. Greg Pennington (Hon); 2. Dann Silva (Hus); 3. Dennis Ambrecht (Suz).
250 NOV DIV II: 1. Rick Grossglauser (Mai); 2. Nick Bishop (Mai); 3. Jeff Verlin (Suz).
100 Sptm/PP: 1. Tony Serpa (Suz); 2. Rick Carrell (Suz); 3. Brooks Perry (Suz).
OPEN EX: 1. Jim Fisk (Mai); 2. Brian Jodry (Maqi); 3. Joey Schlag (Mai).
OPEN JR: 1. Ron Karr (Mai); 2. Don Steele (Yam).
OPEN NOV: 1. Ron Sturgeon (Mai); 2. Jimmy Souza (Mai); 3. Anthony Abel (Yam).

19th annual 49er Enduro may be the last at Foresthill

By F. L. Showers, Jr.

FORESTHILL, CA, NOV. 11

The Polka Dots M.C. usually hold their annual 49er Enduro in April of each year. However, the National Forest people have been requesting for over two years that the enduro be held in the Fall, at which time the terrain is better suited to such an event.

Heavy rains had fallen on the entire area the weekend before, but during the week before the event the weather cleared and race day was mild with low temperatures only at night and early in the morning.

As in the past years, the starting area was located in a county park just one block off the main street in Foresthill. In order to use the park this year the Polka Dots were notified that they would have to share the clubhouse with VFW people who were holding a buck stew complete with live country music. The feed was okay, but some of the riders had the misfortune to park close to the clubhouse and the music lasted until 2:00 a.m. Some of the riders got little sleep, which would show and tell by the end of race day.

The sound of a motorcycle was the first thing heard on race day. At 6:00 a.m. the first sweepers left the starting line to check out all course markings. The course was located in Tahoe National Forest, Bendix Lumber Company, BLM lands and a dozen or so privately owned parcels of property. Dealing with so many property owners is causing a lot of difficulty in promoting this event; so much that this may have been the last Foresthill 49er.

Riders started leaving the starting line at 7:31 a.m. At 22 mph, one mile from the start, they got their first taste of many slippery areas to come. At three miles they hit the mileage marker and many riders chose to stop and wait for their time to come up. In D-36, enduros less than 100 miles can have a check at three mile intervals. At 3.3 miles, the first of 17 speed changes occurred. This one was the start of a test area for the "A" riders.

This test area took riders over a 3.3 mile course littered with limbs and branches, two steep downhills, a creek crossing and into the first check; all at 33 mph. A rest was used here to put most of the riders back on time. After two more speed changes and 15 miles, riders hit check two which was the first of two tie breaker checks. Riders left here at 23 mph. At 17.5 miles out, the sixth speed change occurred. Leaving at 14 mph on a 30 foot wide road, most riders thought this would be the area to make up time.

Those thoughts were to be short lived. This particular section of roadway has come to be known by some as "black ice." This stretch of road is always in the shade and during winter months it's like riding on a wet sheet of glass. This area saw many riders, including Exerts, sliding down the road separated from their motorcycles.

Check three was next and many riders were coming in early, causing some questions about the mileage. Right after that, riders were confronted with a long, slippery downhill. At the top was a sign dedicating the hill to the Dirt Diggers North M.C. After the hill, riders were routed down into check four and across famous Indian Creek, which in past years has been crossed as many as 12 times in the same event. From that point, the route took up a hill, leading into the town of Iowa Hill for gas and five minutes of free time.

From Iowa Hill the course was, for the most part, easy for the Experts and yet a good challenge for B and C riders. At about 85 miles out riders faced a long, rocky uphill with a reset at the top. The day the club had taken the mileage the hill was a little difficult, so some free time was allowed in anticipation of rider delays at that point.

After four hours and 50 minutes,

riders crossed the finish at 104.6 miles, which was check seven. This event has always been one of the best enduros in northern California. Out of 514 starters, over 450 finished. Speeds for the day ranged from a low of 14 mph to 33 mph, providing a very interesting enduro. As the first riders were finishing, complaints were registered about check three. The club investigated the mileage and found that the check in question was in the wrong location; which caused checks three and four to be thrown out.

Results were figured on only five checks. Hi Point sponsored Jeff Henning, riding a 280 SWM, was the overall winner followed 20 seconds later by Troy Kelso, also Hi Point sponsored, riding a 250 Yamaha. Overall B rider with 10 points was Can-Am mounted Bob Terwilliger. Overall C honors went to Dan Nielson with 18 points. Dan is the son of George Neilson who's been in the top 20 Expert point standings in D-36 for the last few years.

The Polka Dots wish to thank all the property owners who made this event possible. Special thanks go to Bruce Young (Hi Point) who donated oil at the gas check to many riders. This particular event is the type that tries to cater to not only the A riders but to the B and C riders as well.

Results

A OVERALL WINNER: Jeff Henning 3:00:30 (280 SWM).
A-OLD TIMER: 1. Jerry Kramer (Hus); 2. Jerry Jenkins (Hus).
A-200/125: 1. Matt Collins (Hus); 2. Jeff Irwin (Yam).
A-250: 1. Troy Kelso (Yam); 2. Dave Olson (Mai); 3. Lynn Ritner (Yam).
A-OPEN: 1. Jeff Henning (SWM); 2. Dave Bertram (Hus); 3. Randy Carles (Hus).
B-OLD TIMER: 1. Philip Frisbie (Hus); 2. Charles Beatie (Hus); 3. Walt Feyling (Hus).
B-200: 1. Wayne Hubbard (Suz); 2. Leonard Green (Suz); 3. Joe Fernandez (Suz).
B-250: 1. (OVERALL) Bob Terwilliger (C-A) 10:00:22; 2. Tim Klassen (KTM); 3. Wayne Smith (Yam).
B-OPEN: 1. Mike Loeffier (Hus); 2. Rodney Smith (Mai); 3. Bob Holmes (Yam).
C-125: 1. Lawrence Rego (DKW); 2. Marc Howard (Suz).
C-200: 1. Matt Volk; 2. Greg Knutson (Yam); 3. Ken Vanderhoof (Hon).
C-250: 1. Rich Powell (Mai); 2. Scott Reynolds (KTM(; 3. Henry Taylor-Weber (Yam).
C-OPEN: 1. (OVERALL) Dan Neilson (Hus) 18:00:26; 2. Dave Noble (Yam); 3. Wally Bacon (Mai).
C-OLD TIMER: 1. Carl Merritt (Yam); 2. Daniel Friesen (Yam); 3. Robert Thomas (Bul).

D-36 short track battles rage on

By W. H. Spencer

NEWMAN, CA, NOV. 10

District 36 short trackers, with only a few weeks left in the Black Plate point gathering season, have pulled out all stops to try defeat Kim Jorgensen in the big bore class while the Mini battle between Chris Carr and Aaron Hill rages on.

Carr won the 100cc Expert main event in much the same way he has dominated both short track and scrambles on his Jorgy's RM/ND sparked Suzuki. Aaron Hill took the first of two seconds for the night while Kurt Chandler was third. Chandler came back to pass Hill on his Salinas KX-80 for that win and moved closer to Hill in the big point battle for the top three spots.

Jason Cahoon beat out Pat Ballew for the Pee-Wee class win on their abbreviated track that has a slight bank built into the short quarter-mile oval. Bodie Shepard continues to do the 60cc Novice winning while some new blood in the 80cc Novice ranks saw Frank Morris win over Danny Cahoon and Shepard. Bobby Davis won the combined 100-80cc Junior with Mayfield winning the 80cc portion over Kevin Bricker.

Steve Fishcer won the best of the 125cc Junior class, beating out Brian Blackburn and Marv Dunham, while Frank Martin took the 125cc Junior portion with ease.

Steve Mitchell has taken off to the Sportsman ranks from the Mini class and won the 250cc Novice tonight on a Jorgy Can-Am over Allen Spears and Jim Ashley. It was another no sweat win for Doug Chandler in the 250cc Junior on his KX-250 with a big lead over Bobby Nelson and Don Sanders.

The 250cc Expert resembled one of those National type battles with three heats, a semi and the no holds barred, slam bang main event. Alex Jorgensen continues to improve his skills, if that is possible, leading all laps and finishing about 10 feet over Rick Graham. Graham, riding a BOSS Yamaha, caught up to Alex toward the end, but couldn't figure a way around. The two National numbers had it pretty much their own way with Ben Zakarian the only other close guy on his Zakarian Kawasaki. The Regional Novice champion had a rather tough battle with Graham in his heat for two laps until one rider dropped it going into the first corner right in front of Graham. Rick rode over the fallen front wheel and was headed directly for the fence, when he recovered from an obvious highside with an incredible save.

Ted Davidson took fourth over Kim Jorgensen, Danny Moore and Bill Scott for another thriller in the 250cc Expert. Ted came back to win the 500cc Expert after a good dice with teammate Craig Scroggins on a Glaze Electric Yamaha with the KR monoshock. Bill Scott again was in the point run, getting by John Pittman for fourth.

Doug Chandler had a good dice in the 500cc Junior with Hector Alcala leading the first half while Doug figured a good line to take for the pass. Alcala's TT 500 is very fast and Doug had to do a good set up job for the narrow groove; when he went for it, he made it look easy.

Results

100 EX: 1. Chris Carr (Suz); 2. Aaron Hill (Yam); 3. Kurt Chandler (Yam).
PEE-WEE: 1. Jason Cahoon (Suz); 2. Patrick Ballew (Suz).
60 NOV: 1. Bodie Shepard (Suz).
80 NOV: 1. Frank Morris (Suz); 2. Danny Cahoon (Yam); 3. Bodie Shepard (Kaw).
80-100 JR: 1. Bobby Davis (Yam); 2. Eric Mayfield (Yam); 3. Kevin Bricker (Yam).
80 EX: 1. Kurt Chandler (Kaw); 2. Aaron Hill (Kaw); 3. Chris Carr (Suz).
125 NOV: 1. Steven Fischer (Yam); 2. Brian Blackburn (Yam); 3. Marvin Dunham (Yam).
125 JR: 1. Frank Martin (Yam).
250 NOV: 1. Steven Mitchell (C-A); 2. Allen Spears (Yam); 3. James Ashley (Yam).
250 JR: 1. Doug Chandler (Kaw); 2. Bobby Nelson (Yam); 3. Don Sanders (Bul).
250 EX: 1. Alex Jorgensen (C-A); 2. Rick Graham (Yam); 3. Ben Zakarian (Kaw).
360-500 NOV: 1. Stan Morris (Yam); 2. Dan Hunt (Bul).
500 JR: 1. Doug Chandler (Yam); 2. Hector Alcala (Yam).
500 EX: 1. Ted Davidson (Yam); 2. Craig Scroggins (Yam); 3. Bill Scott (Yam).

High Desert 100 full of surprises

By Larry Ulrich

BEND, OR, OCT. 28

The 10th annual "High Desert 100" was almost a perfect race. There was almost no dust and perfect temperatures for racing.

The event was scheduled to start at 10 a.m. but was delayed until 10:25. The start banner, held up in the back of a pickup for what seemed like five minutes, finally dropped and all the Experts and Old Timers jumped off the line in unison. A first aid sweep

Ron Dillon, running third here despite a rear flat, finished the High Desert 100 in sixth overall with a matching set of flat tires.

rider followed the riders to the weather balloon (smoke bomb?) that marked the start of the trail. BLM told the Cascade M.C. and others, that they cannot use a pile of tires for a smoke bomb. So, a weather balloon was tried. The start was about two and one-half miles from the balloon and it was next to impossible to see. Luckily, the guy tending the balloon had a warming fire and the smoke from his fire got pretty black just before the start.

The sponsoring club had advertised a 10:30 start for the Amateurs, and due to the earlier group starting 25 minutes late, it was decided to start the Amateurs as soon as possible. When the first aid riders got back, helmets had been checked and riders were told to shut off their engines. These guys were really taken by surprise when the banner came down almost as fast as it went up. Many riders were asleep at the switch and the starting line looked like some kind of staggered start.

Meanwhile, out on the course, the Experts were battling it out although pre-race favorite and two time High Desert winner Dale Demaris didn't make it to the first check point; broken swingarm. All week he had fought engine seizure and finally cured it with another engine, only to have this happen.

At the first check point about 20 miles out, atop a rock strewn cinder cone, Charlie Marshall (Number One in D-36) was leading — a position he enjoyed until the last check (95 mile point). When the checker tried to get him to turn right, he insisted on going straight, got lost, and came flying into the finish line first, but from *the wrong direction.* He could have been disqualified right there, but Marshall was told to go back, find the course and then come in from the right direction. He did, and dropped back to fourth overall.

Four of the first five riders were new to central Oregon. Thirty-five year old Dan Muller of Melba, Idaho riding out of Dillons Yamaha moved up from sixth on the first lap to first overall for $100 in cash, a big trophy, a first Open Expert wall plaque, and a unique "10th Annual High Desert 100" finisher pin. Second overall was a rider just transfered to Expert, Kirk Russell on a 250 Suzuki.

Ron Dillon of Caldwell, ID had a handful to ride. Just past checkpoint one, he got a flat rear tire, yet, at the 50 mile point, he was third overall. Starting the second 50 miles (which was on U.S. Forest Service land and different from the first 50) he got a flat *front tire.* So, he rode about 80 miles on a flat rear tire and about 45 miles with both tires flat. Amazingly enough, he finished sixth overall and second 250cc Expert. Dillon had told his fellow Idaho riders that had not ridden near Bend, Oregon before that there were very few rocks and they could run low tire pressures. That's like telling somebody there's no sand at the beach.

Redmond, Oregon rider Lyle Wollam, was doing real good in the 250cc Amateur class but really started to sweat about his gas supply near the end of the first 50 miles. About two miles from the pits his Husky sputtered to a stop. Luck was on his side; he just happened to run out right next to Expert Mark Dowers who had broken down earlier and was loading his bike into a pickup. Wollam asked Dowers if he had any spare gas and Dowers replied "sure." Wollam went on to take first 250cc Amateur. This was Wollams second win and he'll ride Expert at his next desert race.

A local Bend rider by the name of Alan Holly was first Open Amateur, but the first Amateur finisher was 125cc Suzuki mounted Edd Price. He was 49th overall, right up with the Experts that had started 20 minutes ahead of him. He had to pass 70 Experts and Old Timers. That's quite a ride. Young Troy Dempsey of Troutdale, Oregon out-rode 11 other Trailbikers to win that class after 50 miles. ●

Results

OVERALL: 1. Dan Muller (Yam); 2. Kirk Russell (Suz); 3. Mark Olberding (Hus).
OPEN EX: 1. Dan Muller (Yam); 2. Mark Olberding (Hus); 3. Charlie Marshall (Hus).
250cc EX: 1. Kirk Russell (Suz); 2. Ron Dillon (Yam); 3. Glen Wiensz (KTM).
125cc EX: 1. Mike Richart (Hus); 2. Greg Martin (Hus); 3. Dan Dillon (KTM(.
OLD TIMERS: 1. Charles Standeford (Suz); 2. Dave Gallaway (Hus); 3. John Taylor (Kaw).
OPEN AM: 1. Alan Holly (Yam); 2. Ronald Scholiz (Hus); 3. Rick Badley (Suz).
250cc AM: 1. Lyle Wollam (Hus); 2. Bob Bushey (Yam); 3. Steve Zettle (Yam).
125cc AM: 1. Edd Price (Suz); 2. Audie McCombs (Hon); 3. Lynn Cromer (Suz).
200cc EX: 1. Steve McCall (Yam); 2. Allen Sottosanti (Suz); 3. Troy Delfs (Yam).
TRAILBIKE: 1. Troy Dempsey (Suz); 2. Robert Cesena (Yam); 3. Scott Scheibel (Suz).

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Central Pi[illegible]

Steve Gulledge (32n) and Odell Davis clashed in Lone Star Indoor action.

Laney lands two at Midland Pro-Am MX

MIDLAND, TX, NOV. 11

Motocross fans gathered at Midland's MX Park Sunday afternoon knew they were in for a treat when more than 90 riders signed up to race the Pro-Am event sponsored by the Westside Optimist Club. They weren't disappointed either; three Pro and eight Amateur classes of riders dialed in 22 motos of spectacular racing on a well prepared track.

John Laney, of Midland, was the big winner in the Pro classes, taking two of the three events, with Steve LaPoint of Hobbs, New Mexico taking the 500cc class. Laney won both motos in the 125cc class and finished second and first in his 250cc motos for the win in that class.

The 250cc Pro race drew the attention of everyone present with 12 talented riders ready on the line. When the gate dropped for moto one, it was Laney streaking into the lead with 11 riders in hot pursuit. Baker, Wilkerson and Vincent were in a three way scrap for second when suddenly Laney spun out in a tricky turn, killing his engine. Laney restarted, and found himself in fourth place; it was now Wilkerson, Baker, Vincent, Laney in that order. Laney passed Vincent and Baker but couldn't catch Doug Wilkerson who went on to win the moto with an outstanding ride.

The gate dropped for moto two and it was holeshot artist Malcolm Vincent taking the lead with Wilkerson, Laney and Baker in the chase. Quickly Wilkerson moved past Vincent into the lead but bike problems slowed him a little and Vincent and Laney moved into the first two positions. The second lap was a race to behold; through the next four laps the foursome held positions and pulled away from the field. On lap six, Vincent and Laney went side by side into the high speed sweeping turn and Vincent lost his mount and was down. He remounted quickly and got underway in fourth. After eight laps Laney, Wilkerson, Vincent, Baker came into the finish in that order with Laney the overall winner.

Randy Seawright and Keith Wilkerson, both of Midland, turned in fine rides in the 100cc class for the first two positions. Randy looked super, taking the win in both motos.

Results

MINI JR: 1. Monty Randell; 2. Vernon Stutts; 3. Mark Landry.

MINI SR: 1. Vaughan Johnson; 2. Brian McGary; 3. Mark Landry.

100cc: 1. Randy Seawright; 2. Keith Wilkerson; 3. Brett Seely; 4. Mark Matlock.

OVER 30: 1. Robert Stout.

125cc JR: 1. Jimmy Spiers; 2. Lonnie Flowers; 3. Richard Flores; 4. Roger Porter; 5. Terry Taylor.

125cc INT: 1. Bobby Penell; 2. Terry Waldhelm; 3. Kory Henry; 4. Brett Selly.

125cc PRO: 1. John Laney; 2. Keith Wilkerson; 3. Joe Don Jordan; 4. Tony Wright.

250cc JR: 1. Thyrone Johnson; 2. Tommy Richards; 3. Bibll Ellis; 4. Bryan London; 5. MOnty London.

250cc PRO: 1. John Laney; 2. Doug Wilkerson; 3. Malcolm Vincent; 4. Morris Baker.

OPEN JR: 1. Mike Landry; 2. Mat MacWilliams.

OPEN PRO: 1. Steve LaPointe; 2. Mike Gibson; 3. John Myers.

Gulledge aces out Odell in Lone Star Indoor Series action

By E. Douglass

FORT WORTH, TX, NOV. 10

In second round action at Will Rogers Center Phil Dyson, Jr. (Suz) ran off with the win in the 65cc class. Jason Festavand (Yam), current Amateur National Number One, on his first visit to Will Rogers came in second with Toby Jordan (Yam) third. Chrissa Douglass (Yam), the only girl in this class, did a fine job on her first ride after an earlier crash.

Jimmy Thompson (Yam), sponsored by Carters Yamaha, takes to indoor racing like a duck takes to water. Last week in the opening round, and again this week, he rode off with first. Make no mistake; he'll be the man to beat in the 85cc Senior class. Wayne Duvall (Yam), in his first night out at LSIT, turned in a remarkably strong second place ride. Todd Haas (Yam), sponsored by D&H Racing, rode to third.

Joe Hodges (Hon), the current leader in points for this series, is enjoying a winning streak. Hodges led Andrew Klick (Hon) and Larry Godwin (Yam) to the winner's circle in the 85cc trophy event.

Wes Powell (Hon), former Class C Expert in his first night out here, did a super job to win the 85cc Expert and the lightweight trophy. Kenney Tolbert (Yam), second place winner, is collecting his share of cash by showing up in the winner's circle each time he races. Guy McClure (Hon) came out of retirement to do some pit bike racing and did real well by finishing third.

Up and coming Bill Herndon (C-A) led all the way in the 125cc trophy. Coming in second was Greg Harrison (Hon) of B&B Cycles and Shreveporter Burt Tolle followed suit for third.

Corky Wilson (Yam) and Richard Douglass (Yam) were one-two in the Over 30 class. They were really styling it out on their Yammys.

The Powder Puff entry Rhonda "Goldilocks" Hodges (Yam) didn't "fall asleep" but ably rode off with a win.

The real race for first in Open Expert action was between Steve Gulledge and Odell Davis with Davis in the lead. But, on the last turn of the last lap Gulledge (Yam) came under Davis for the win. Davis literally fell across the finish line for second. Burt Tolle (Bul) had problems earlier in the race but by moving out onto the cushion he passed everyone on the outside and moved all the way up to third at the finish.

Results

0-65cc: 1. Phil Dyson (Suz); 2. Jason Festavand (Yam); 3. Toby Jordan (Yam).

85 SR: 1. Jimmy Thompson (Yam); 2. Duwayne Duvall (Yam); 3. Todd Haas (Yam).

85 TROPHY: 1. Joe Hodges (Hon); 2. Andrew Klick (Hon); 3. Larry Godwin (Yam).

85 EX: 1. Wes Powell (Hon); 2. Kenny Tolbert (Yam);

Chester Czajkowski urged his Yamaha mini on to second at Ft. Worth.

3. Guy McClure (Hon).
OVER 30: 1. Corky Wilson (Yam); 2. Richard Douglass (Yam).
POWDER PUFF: 1. Brenda Hodges.
125 TROPHY: 1. Bill Herndon (C-A); 2. Gregg Harrison (Hon); 3. Burt Tolle (Bul).
OPEN TROPHY: 1. Gregg Harrison (Hon); 2. Pat Kennedy (Bul); 3. Tom McCroskey (Bul).
OPEN TROPHY: 1. Steve Gulledge (Bul); 2. Odell Davis (Bul); 3. Burt Tolle (Bul).

Pit Bike Motocross series exhibits fair share of mini exotica

By E. Douglass

FORT WORTH, TX, NOV. 3

The second annual Pit Bike Nationals Series is an annual affair held inside the Will Rogers Memorial Center on a dust free dirt track. Running all classes for all age groups, including an Expert Pro money class, this motocross is scored stadium style with elimination heats and main events. Maximum size engine displacement is 85cc. This series will run 10 weekends, ending Jan. 11, 1980. Awards will be given at the end of the series; the promoter along with Dave Stone of Dal-Ray Distributing and Bel-Ray Oil Products, will be awarding Bel-Ray Oil Products and monogrammed Class Champion jackets to each of the high point winners in their respective classes.

Opening week of the series was well attended and even Mike Kidd and Terry Poovey, of Winston Pro Series fame, showed up to see what was happening. Riders here not only show skill in racing but also in building exotic minibikes. Donny Penwell has his Honda XR80 fixed up as a Bultaco (Bulonda) and Jeff Kring, a Can-Am dealer in Lewisville, TX, has remodeled his Honda XR into a Can-Am.

In the 65cc class, Phillip Dyson, Jr. (Suz) rode superbly to a win while, in her first time out, Chrissa Douglass (Yam) took second.

Nineteen-year-old Brenda Pratt (Yam), who usually rides enduros, tried motocross for the first time and took the Powder Puff class win.

Leading the 85cc Junior class, Jerry Moody, Bubba Thompson and David Barnhill gave it a go and at the finish the order was reversed. Barnhill took the win with Bubba second and Steve Thompson, who had a few problems earlier in the race, finally claimed third.

At the drop of the flag, Donnie Strain, Mike Davis and Brad Crain were putting it all together in the 85cc Senior, literally, in the first turn. As they tangled, Davis' bike traveled about six feet further down the track minus a rider. Dodd Dyson (Suz) went on to take the win, Strain recovered for second and Scott Matherly (Yam) cleared the mess for third.

In two-stroke Intermediate action, Larry Crenshaw (Yam) and Mark Mosely (Yam) took the lead with Chester Czajkowski coming up from behind. Larry Godwin (Yam) was down, then up, then running along side his bike to get it started. Meanwhile, in the first turn off-ramp, Godwin and Kirk Miller tangled. After all was said and done, Crenshaw pulled in for the win with Czajkowski second and Mosely third.

John Phillips (Hon), Jeff Kring (Canonda) and Jimmy Neil finished one-two-three in the 4-stroke Intermediate class after a real "blanket" race for the lead.

The Over 30 class was another good nip 'n tuck affair with Ronnie Shields (Kaw), Donnie Penwell (Bulonda) and Richard Douglass (Yam) rounding out the first three positions.

Kirk Spencer (Yam) took the lead in the Open Expert race while Kenny Tolbert (Yam) rode a great race but made a few mistakes that finally allowed Spencer to take the win. ●

Result

AUTOMATIC: 1. Mike Hamsher (Suz); 2. Eric Wilson (Suz).
0-65cc: 1. Phillip Dyson (Suz); 2. Chrissa Douglass (Yam).
85cc JR: 1. David Barnhill (Yam); 2. Bubba Thompson (Hon); 3. Steve Thompson (Suz).
85cc SR: 1. Dodd Dyson (Suz); 2. Donnie Strain (Yam); 3. Scott Matherly (Yam).
2STROKE INT: 1. Larry Crenshau (Yam); 2. Chester Czajkowski (Yam); 3. Scott Mattherly (Yam).
4-STROKE: 1. John Phillips (Hon); 2. Jeff Kring ("Can-Onda"); 3. Jimmy Neil (Hon).
OVER 30: 1. Ronnie Shields (Kal); 2. Donny Penwell (Bul-Onda); 3. Richard Douglass (Yam).
EX: 1. Kirk Spencer (Yam); 2. Kenny Tolbert (Yam); 3. Bobby Prichard (Hon).

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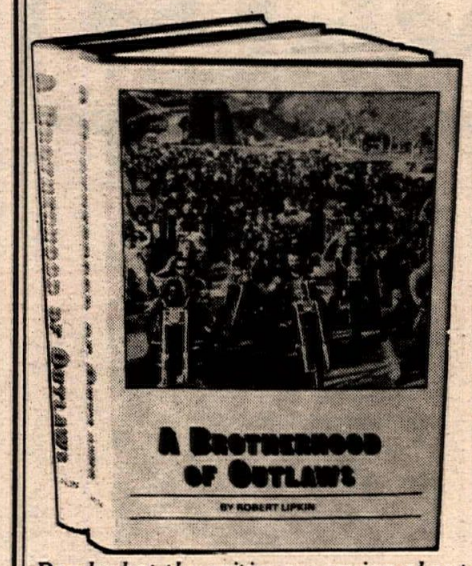

Read what the critics are saying about
A BROTHERHOOD OF OUTLAWS

"On the most basic level, it is a story of the outlaw motorcyclist lifestyle, with bikers vs. federal cops thrown in for good measure. In that, Lipkin succeeds in entertaining... *A Brotherhood of Outlaws* tells of cycle gangs — up to a half million unwashed — brought together in an uneasy peace by a charismatic leader.

"I...recommend...killing a few hours with the book. It's diverting, reasonably racy and the good guys — well, okay, the less bad guys — win in the end.

"...Lipkin has potential...Several passages are laced with low-key humor and read well — particularly his motorcyclist's eye view of crossing Texas in a blizzard.

"And, on a second level, the volume has political implications beyond diversion... It is a part of the new wave of libertarian media which question the role of government as father rather than uncle.

"Lipkin adds to the genre, reaching ever further into the American subculture for evidence that the citizen, regardless of his stake in society, is repressed by ludicrous statute.

"Yet is the idea of an Omega Squad, pledged to wipe out these cyclists — through assassination, if need be — so farfetched?

"I leave you to reread the history of recent decades for that answer.

"Lipkin is right on, after all."

The Bakersfield Californian

Send for your book NOW!

RUSH me _____ copy(s) of Bob Bitchin's new novel,
A Brotherhood of Outlaws
For each book I enclose $9.95 cash, check or money order. (California residents add 6% sales tax.)

Name_____

Address_____

City_____State_____Zip_____

Mail to: Bentree House, Dept. 23W47 2424 Brayton Ave., Signal Hill, CA 90806

RIDER VOTE

AS IMPORTANT
AS YOUR RIGHT TO RIDE

For voter registration information, write the American Motorcyclist Association, Box 141, Westerville, Ohio 43081.

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ANAHEIM HUSQVARNA
ALL 1980 MODELS IN STOCK

1980 125 CR
1980 250 CR
1980 250 OR
1980 390 CR
1980 390 OR

Congratulations to all our Baja 1000 finishers & 125cc class winner!

Congratulations to all our Anaheim Stadium riders for a fine job!

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Anaheim, CA 92806
(714) 630-6522

RESULTS

District 37 Sr. Div. Club Pt. Standings

1 Invaders M.C.	14965
2 Desert M.C.	11550
3 Shamrock M.C.	10401
4 So. Cal. M.C.	9465
5 Rovers M.C.	7275
6 Desert Vipers M.C.	7245
7Checkers M.C.	6720
8 Sled Riders M.C.	6010
9 Los Coyotes M.C.	5735
10 Barbarians M.C.	4930
11 Four Aces M.C.	4820
12 H.B. M.C.	4375
13 100's M.C.	4000
14 Viewfinders M.C.	3881
15 Masterlinks M.C.	3365
16 Desert Rats M.C.	2700
17 Dusters M.C.	2650
18 Desert Foxes M.C.	1905
19 Brush Busters m.C.	1600
20 S.B. M.C.	1430
21 Prospectors M.C.	1315
22 Spoke Benders M.C.	1290
23 S.G.V. M.C.	1240
24 Desert Donkeys M.C.	905
25 Dirtfliers M.C.	835
26 Badgers M.C.	815
27 Buzzards M.C.	700
28 Sodubsters M.C.	640
29 Desert Raiders M.C.	475
30 Soboba M.C.	440
31 Desert Kn ights M.C.	320
32 Anaheim Hi-siders	295
33 Half Fast M.C.	275
34 Simi Valley M.C.	220
35 Pack Rats M.C.	216
36 Latrodectus Mactans	210
37 Maywood M.C.	200
38 Old Timers M.C.	190
39 Prairie Dogs M.C.	180
40 Stump Jumpers M.C.	160
41 Cactus Cats M.C.	150
42 Jackrabbits M.C.	140
43 Dirt Diggers M.C.	130
Apocalypse M.C.	40
45 P.V.D.R. M.C.	40

Eastern Idaho MC Assn. 1979 Year End Awards
By Illene Randall

OVERALL RIDER FOR 1979
Jeff Kaiser
125cc EXPERTS
1. Jeff Kaiser
2. Joe McKnight
3. Gary Randall
4. Anthony Lowe
5. Cary Hansen
6. Bob Bott
250cc EXPERTS
1. Jeff Kaiser
2. Dan Ferguson
3. Terry Krehbiel
4. Joe McKnight
OPEN EXPERTS
1. Terry Krehbiel
2. Bob Krah
3. Clay Atwood
4. Kelly Kuntz
5. Rusty Mitchell
6. Bob Sward
MINI EXPERTS
1. Brian Eaton
2. Darren Mullin
3. Jeff Robinson
MINI MINI
1. Tate Olaveson
2. Trevor Benson
3. Brian Krah
OLD TIMER
1. Denver Linchied

TCCRA RACE #716 Bowie, TX Nov. 11, 1979

OPEN AMA	
Daivd Benson	KTM
Garland Jeter	Mai
Lonnie Vann	Yam
Jody Austin	Hus
Jon Gustafson	Suz
David Masterson	Yam
OVER 40 AMA	
Frank Smith	Mai
Ken Johnson	—
Ray Cleveland	Yam
Norman Delmar	Suz
John Newman	Yam
Howard McGirt	Yam
OVER 30 AMA	
Steve Raphel	Suz
Dan DaCoste	Hus
Doug Ritter	Yam
Tommy McElwain	Yam
C.E. Mathney	—
H. Hayes	Suz
250cc AMA	
Brad McGirt	Kaw
James Edward	Suz
Andy George	Yam
Jeff Naron	Yam
Buddy Remington	Suz
Bill Ure	Pen
200cc AMA	
Robert Milligan	Yam
Jim Davis	Yam
Rob Moncric	Suz
Troy Cunningham	Yam
Chad Ballew	Pen
C.J. Woods	Yam
125cc AMA	
Scott Grippin	Hon
Scott Laske	Suz
Duane Harton	Yam
Rickey Copeland	Kaw
Matt Smith	Yam
Kevin Guinter	Yam
100cc AMA	
Johnny Lamance	Yam
Ted Elmore	Yam
Craig Hoernke	Suz
Keith Richardson	Yam
Darren Rose	Yam
Wade Godwin	Suz
WOMENS CLASS	
Pam Ballew	Hon
Teresa Miller	Hon
Sandy Hooper	Suz
Gina McElvain	Hon
MINI SR	
Jeff Corckett	Yam
Mike Davis	Suz
Wade Godwin	Kaw
Dean Lane	Yam
Greg Mukoland	Yam
mini jr	
Charlie Miller	—
Jerry Moody	Suz
Dwayne Walton	Yam
Gerad Kirchmeir	Yam
Danny Love	Yam
Philip West	Yam
PRO CLASS	
Bruce Hallmark	Mai
Billy Smith	KTM
Mike Connell	Mai
Ron Lane	KTM
Eddie Burdette	Suz
Dana Wright	Yam
OPEN EXPERT	
Tom Johnson	Hus
Phil Oliver	Suz
Lonnie Van	Yam
Jody austin	Hus
Gary Kidd	Pen
Gary Jennings	Yam
250cc EX OVERALL	
Ray Greppin	Hon
Harold Kendrick	Yam
Mike Peterson	Mai
Racky Reed	Hus
Cameron Petty	Suz
Tommy Duke	Yam
OVER 30 EX	
Charles Pleton	KTM
John Paynter	Yam
Jim McElvain	Hus
Ron Moore	Hon
Jim Mastersons	Yam
Ted Elmore	Yam
200cc EXPERT	
Gerad Flippin	Yam
Marty Layland	Suz
Jerry Walker	Hon
Daniel Watson	Yam
C.J. Grippin	Hon
Tony Rucker	Yam
125cc EX	
SMALL BIKE OVERALL	
Wesley Smith	Hon
Bobby Thomason	Suz
Eddie McDonald	Suz
Steve Watkins	Hon

Flat Track & TT Saguaro Raceway Tucson, AZ November 11, 1979
By Nancy Keys

MINI & 125	
Darin Balderston	Yam
250	
Thomas Allen	—
Jamie Phillips	C-A
500 Steve Frame	Yam
Brian Caster	Yam
OPEN	
Stephen Hintz	Yam
ATC	
Bob Stevens	—
ODYSSEY	
Steve Voevodsky	—
PROS	
Marlow Parks	Yam
Ken Schlosser	KTM
TT MINI	
Darin Balderston	Yam
250 & OPEN	
Bill Collins	Yam
ODYSSEY	

CMC Motocross Spanaway, WA Nov. 10, 1979
By Sue Sykes

PEE WEE JR	
Jerry Swayze	Suz
Joe Watkins	Suz
Jeff Burkhart	Suz
MINI EX	
Jim Allen	Yam
MINI INT	
Todd Plumb	Suz
Bryan Birkestol	Suz
Rob Lindsey	Suz
MINI JR	
Troy Pettinger	Yam
Dan Kirk	Suz
Kelly Shandrow	Yam
100 INT	
Mark Bloodgood	Yam
Kurt Erickson	Yam
Tim Kirk	
Suz	
100 JR	
Shawn Myers	Suz
Ken Swayze	Suz
125 PRO	
Bob Buffaloe	Suz
Scott Henden	Yam
Gary Lockrem	Suz
125 EX	
Rod Casper	Suz
Bill Baumgardner	Hon
Jon Jacobson	Suz
125 INT	
Jack McGill	Yam
Brian Rials	Suz
Tom Moriarity	Suz
125 JR	
Chris Campbell	Hon
Don Halvorson	Hon
Jeff Maker	Suz
250 PRO	
Bob Buffaloe	Suz
Scott Henden	Yam
Mike Hurlbert	Kaw
250 EX	
Jon Jacobson	Suz
John Archuleta	Suz
250 INT	
Darren Schmor	Kaw
Doug Hedges	Hon
Harold Phenis	Hon
PEE WEE EX	
Jim Jacobs	Ita
250 JR	
Brad Coone	Suz
Bob Burkhart	Yam
Randy Burns	Yam
OPEN PRO	
Bob Buffaloe	Suz
OPEN EX	
Bob White	Mai
Mel Conrad	Yam
Dale Teeples	Yam
4-STROKE	
Gary Carter	Suz
OVER THE HILL	
Ron Valentine	Mai
OLD TIMER	
Bob White	Yam

S.I.R./CMC MX Winter Series Race #4 Kent, WA
By Sue Sykes

PEE WEE JR	
Randy Munson	Yam
Cory Waldo	Yam
Gary Ekman	Suz
MINI EX	
Marvin Waldo	Yam
Mike Larson	Kaw
C. Trent Mourer	Suz
MINI INT	
Peter Treadwell	Suz
Jim Mix	Yam
Scott Grimm	Yam
MINI JR	
Rick Rittierodt	Suz
Kelly Davis	Suz
Dan Kirk	Suz
100 INT	
Tim Kirk	Suz
Lon Alexander	Suz
Jeff Chapman	Suz
100 JR	
Troy Janssen	Yam
Marlow Mourer	Yam
Wade Richotte	Suz
125 PRO	
Jim Anderson	Suz
Phil Larson	Kaw
Cory Klaudt	Kaw
125 EX	
Bill Baumgardner	Hon
Jon Jacobson	Suz
Lane Inman	Kaw
125 INT	
Ted Pinkman	Suz
Brad Ellis	Suz
Darren Beach	Suz
125 JR	
Chuck Brown	Yam
Dwane Bowers	Hon
Mike Smith	Suz
250 PRO	
Phil Larson	Kaw
Bob Buffaloe	Suz
Scott Henden	Yam
250 EX	
Steve Miller	Suz
Bill Baumgardner	Hon
Jon Jacobson	Suz
250 INT	
Darren Schmor	Kaw
Steve Hunt	Yam
Brad Ellis	Hon
250 JR	
Gerald Evans	Hon
Kelly Grimm	Yam
Lance Marshall	Suz
OPEN PRO	
Buck Murphy	Hon
Ray Weaver	Hus
Chuck Wiley	Suz
OPEN EX	
Melvin Conrad	Yam
Steve Miller	Suz
Ken Shandrow	Yam
OPEN INT	
Rick Lago	Mai
Dan Jensen	Hus
Brett Whitney	Suz
OPEN JR	
Jlm Sasseen	Yam
Tim Hunt	Suz
Doug Hafsos	Mai
POWDER PUFF	
Becky Kemp	Hon
Lisa Clune	Suz
Cathy White	Suz
OVER THE HILL	
Steve Glenn	Yam
Al Richotte	Hus
Steve Baze	C-A
OLD TIMER	
Dennis Gibbens	C-A

S.I.R./CMC MX Winston Series Race #3 Kent, WA Nov. 4, 1979
By Sue Sykes

PEE WEE JR	
Randy Munson	Yam
Cory Waldo	Yam
Gary Ekman	Suz
MINI JR	
Rick Rittierodt	Suz
Kelly Davis	Suz
Jeff Munson	Suz
MINI INT	
Scott Grimm	Yam
Todd Plumb	Suz
Pete Treadwell	Suz
MINI EX	
Marvin Waldo	Yam
Jeff Chapman	Suz
Steve Oster	Suz
100 INT	
Lonnie Lexander	Suz
Mark Bloodgood	Yam
Jeff Shapman	Suz
100 JR	
Shawn Myers	Suz
Todd Bouchard	Suz
John Ekman	Suz
125 PRO	
Jim Anderson	Suz
Bob Buffaloe	Suz
Duane Marker	Suz
125 EX	
Rod Casper	Suz
Doug Massey	Suz
Lane Inman	Kaw
125 INT	
Tom Moriarity	Suz
Jon Jacobson	Suz
Rich Bankuti	Suz
125 JR	
Chuck Brown	Yam
Marc Huson	Yam
Curt Carlson	Yam
250 PRO	
Bob Bauffaloe	Suz
Stacy Thornton	Kaw
Tim Davis	Suz
250 EX	
Lance Spoonberg	Hon
250 INT	
Jon Jacobson	Suz
Mike Zerr	Yam
Jerry Heather	Suz
PEE WEE EX	
Brad Jeffery	Yam
250 JR	
Gary Lundstrom	Kaw
Gerald Evans	Hon
Wayne Laurent	Yam
OPEN PRO	
Bob Buffaloe	Suz
Ray Weaver	Hus
Tom Moen	Yam
OPEN INT	
Sean Phillips	Suz
Vern Huber	Mai
Rick Lago	Mai
OPEN JR	
Doug Hafsos	Mai
Tim Hunt	Suz
Ben Ferguson	Mai
POWDER PUFF	
Beck Kemp	Hon
Cathy White	Suz
Lisa Clune	Suz
OVER THE HILL	
Steve Baze	C-A

CMC Motocross Spanaway, WA Nov. 3, 1979
By Sue Sykes

PEE WEE JR	
Randy Munson	Yam
MINI EX	
Steve Oster	Suz
Trent Mourer	Suz
MINI INT	
Todd Plumb	Suz
Marlow Mourer	Suz
Mark Marzano	Suz
MINI JR	
Joel Mourer	Suz
Paul Hanson	Suz
Steve Munson	Yam
100 INT	
Mark Bloodgood	Yam
100 JR	
Shawn Myers	Suz
Ron Larter	Suz
Marlow Mourer	Yam
125 PRO	
Bob Buffaloe	Suz
Gary Lockrem	Suz
Robb Manning	Suz
125 INT	
Jon Jacobson	Suz
Bill Baumgardner	Hon
Lloyd Caldwell	Hus
125 JR	
Don Halvorson	Hon
Mile Smith	Suz
Scott Miller	Yam
250 PRO	
Bob Buffaloe	Suz
Stacy Thornston	Kaw
John Svensson	Mai
250 EX	
John Archuleta	Suz
Michael Hurlbert	Mai
250 INT	
Doug Hedges	Hon
Tom Lansford	Hon
Wally Caudle	Suz
250 JR	
Richard Howard	Suz
Rob Burkhart	Yam
Randy Burns	Yam
OPEN PRO	
Bob Buffaloe	Suz
Buck Murphy	Hon
OPEN INT	
Bryan Sessions	Suz
Joe Poole	Yam
Mel Conrad	Yam
OPEN JR	
Pat Boyle	Suz
Don Martin	Hus
Jason Dutter	Mai
OVER THE HILL	
Ken Shandrow	Yam
Richard Kelley	Mai
Fred Felker	Hon
OLD TIMER	
Bob White	Yam

District 37 SR. DIV. Lightweight I Point Standings as of Sept. 30, 1979

1 George Zuber	3540
2 Richard Burley	3370
3Robert Matthews Jr.	2120
4 Jim Main	2100
5 Bill Zoller	1510
6 John McCown	1480
7Don Whitehorn	1420
8 Al Benson	1060
9 Jim Thompson	970
10 Rick Hammell	840
11 Bill Stewart	800
12 Pat Rice	700
13 Paul Ziegler	660
14 EArl Carpenter	650
15 Jay Sheldon	640
16 Paul Sorensen	640
17 Bill Biscoe	560
18 Pat Gunther	520
19 Don Torgeson	520
20 Robert Webb	460
21 Bob McLaughlin	460
22 Stanley Herriot	430
23 Charles Hermansen	400
24 Curt Mills	370
25 Ron Hubbard	360
26 James Sers	310
27 George Stoffel	250
28 Hal Hallgath	250
29 Raymond Williams	240
30 Boyce Williams	230
31 Clint Purdue	230
32 Charles Morrison	220
33 Bob Terrazas	200
34 Jack Froelich	170
35 Bob Delliplaine	170
36 Peter Kapko	160
37 Kenneth Markham	160
38 Harry Cantrall	160
39 Peter Bormanis	140
40 Rick Watson	130
41 Gilbert Pagan	120
42 Valaro Morris	¼ 120
43 Bill Miller	110
44 Jack Durbin	110
45 Fred Hawkins	100
46 Leonard Hammer	100
47 John Bollinger	100
48 John Van	100
49 Bob Haggard	40
50 Tom Edmonds	30
51 R.L. Dockstader	20
52 John Barnes	20
53 Lonas Kralik	10

District 37 Sr. Div. Hvyweight Pt. Stds. as of Sept. 30, 1979

1 Morris Norman	3340
2 David Deichman	3070
3Lee Elias	2800
4 Edward Farrell	2455
5 Bob Doig	2450
6 Norm Stuart	2170
7 Charles Morris	2135
8 Bob Perkins	1920
9 Robert Webb	1900
10Arthur Knapp	1860
11 Lyle Palmer	1610
12 Dick King	1600
13 Allan Torkko	1600
14 Patrick Dempsey	1575
15 Robert Stotts	1360
16 Dick Graham	1350
17 Ron Hubbard	1345
18 Robert Jones	1330
19 Jack Kaplan	1320
20 Virgil French	1305
21 Art Suzuki	1175
22 Alyn Beckstead	1170
23 Robert Sanders	1140
24 Ronald Bebo	1100
25 Ron Surber	1030
26 Terrill Cotton	1030
27 Neal Johnson	980
28 Tom Zarp	950
29 Jim Peterson	890
30 K.J. Bud Campbell	790
31 Warren Cooper	770
32 Wiley Vaughn	720
33 Leonard Tygart	720
34 Lawrence Nicholson	700
35 Bill Ogden	655
36 Bruce Lewellyn	650
37 Gus Paull	630
38 Harold King	620
39 Charlie Goodban	590
40 Alvin Hall	575
41 Bob Steffan	555
42 Richard Diuri	540
43 Jack Froelich	530
44 Jim Wells	520
45 Irvin Sinclair	520
46 John Logan	495
47 John Watkins Jr.	490
48 Lowell Milton	490
49 Al Wilkerson	465
50 Keith Soesbe	445
51 Rocky Schmidt	440
52 Lee Midgley	440
53 Charlie Bob Barham	435
54 Doug Douglas	400
55 Tom Schell Sr.	395
56 Lauren Tuohion	390
57 Kenneth Summers	370
58 Dave Call	355
59 Bob McCurnin	345
60 Jim Williamson	330
61 Dale Swanson	330
62 Marvin Van Sickle	320
63 John Ahern	320
64 Boris Dobrotin	320
65 Bob Delliplaine	310
66 Robert Morefield	310
67 Ramon Lowe	300
68 Patrick Molloy	290
69 Robert Jackson	255
70 Clifford Ograin	255
71 Rod Lawrence	240
72 Tom Morgan	235
73 Gregg Pietak	230
74 Albert Smith	220
75 Mike Hinshaw	220
76 Bruce Dresser	220
77 Charles Walters	210
78 John Gaetz	200
79 Marty Reider	200
80 Henry Price	190
81 Robert Anderson	190
82 Jan Lehotan	190
83 Wendell Park	180
84 David Kolek	180
85 Joe Bilotta	180
86 Leo Blomgren	175
87 Bud Goosen	155
88 Cary Decker	145
89 Larry Patterson	140
90 Tom Estep	130
91 Ed Williamson	130
92 Ken Guio	120
93 Thumper McDowell	120
94 B. Biazazz	120
95 Everett Green	106
96 Robert Morris	100
97 Jack Overholt	100
98 Don Bilsbarrow	100
99 J.J. Paiement	95
100 Bob Midkiff	90
101 Bob Burch	80
102 Charles Koistra	80
103 Donald Duncan	75
104 Emmons Brown	70
105 Larry Earhatt	70
106 John Stewart	70
107 Richard Conner	60
108 Dick Clapp	60
109 T.R. Sisson	55
110 Jack Frobisher	55
111 Edward Homas	50
112 Lewis Coon Jr.	50
113 Paul Greenwood	40
114 Jim Baird	40
115 George Fair	40
116 Lane Riedel	36
117 Skip Klb	20
118 Harry Reed	20
119 Gene Burgdorf	20
120 Willard Crawford	20
121 John Faiers	16
122 Bob Wilson	10
123 Richard Hurt	10
124 Henry Oglesby	10
125 James Abright	1

D-37 Vet Hvyweight Desert Pt. Standings As of Oct. 1979

1. James Lynn McGraw	1200
2 Jan Morrison	750
3 Richard Chase	610
4 Denis Lanski	500
5 Clifton Wood	480
6 Garry Swindell	390
7 Rex Pitts	380
8 Monte Anderson	370
9 Dave Holeman	340
10 Richard Christensen	325
11 Dennis Duke	290
12 Phil Bayliss	290
13 Gary Campbell	220
14 Tim Saueressig	220
15 Chuck Sickler	220
16 Larry Gordon	200
17 Robert Torgerson	200
18 Benny Padilla	200
19 Duray Endlich	180
20 John Vest	175
21 Alan Thomas	170
22 David Harris	155
23 Jeff Matthews	130
24 Clarence Willis	130
25 Gary Gibbons	120
26 Norm Takusagawa	110
27 Mel Arnold	100
28 Bill Whalen	90
29 Ken Boyd	85
30 Tim Goldrick	65
31 Robert Freeman	63
32 Jay murray	50
33 William Williams	50
34 Richard Hansing	37
35 Michael Hagen	26
36 Gary Peters	20
37 David Williams	10
38 Al Yoakum	10
39 J.P. Connor	8

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VISA Signature _____
Expiration Date _____
master charge Visa # / MC # _____

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and accordance with the agreement governing the use of such card.

Send CYCLE NEWS East ___ West ___

Minimum charge purchase $5.00

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___ This is a gift renewal
___ This is a new gift

Free Stickers To ALL!!

Send My Noggin Warmer To:
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Name _____ Address _____ City State Zip

Name _____ Address _____ City State Zip

1 Year (50 Weeks) . . . . . Only $18.00
1 Year (50 Weeks & Cap at $2.50) . . . . . Only $20.50
(This offer is for genuine gift givers only!! No fair sending gifts to yourself!)
(Offer expires Jan. 2, 1980) Dept. S4W47

VISA Signature _____
Expiration Date _____
master charge Visa # / MC # _____

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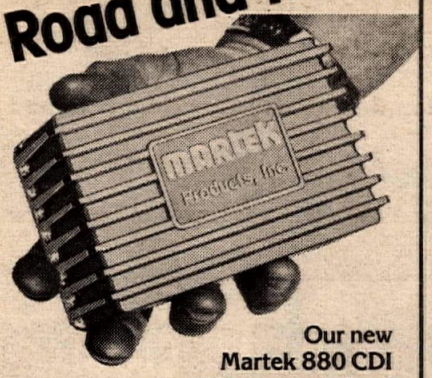
CDI for Road and Track.



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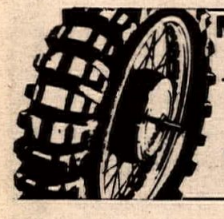
NOISE: The sound that kills the sight.



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CALENDAR

CHAMPIONSHIP EVENTS

1979 DRAGBIKE National Schedule

12/1-2	Gainesville, FL National Finals

Tentative 1980 AMA/Winston Pro Series Schedule

2/8	Houston, TX/TT
2/9	Houston, TX/ST
3/9	Daytona Beach, FL/RR
5/4	San Jose, CA/M
5/10	Gardena, CA/H-M
5/17	Topeka, KX/H-M
5/31	Louisville, KY/H-M
*6/1	Elkhart Lake, WI/R
6/7	Laurel, MD/H-M
6/15	Loudon, N/RR
6/20	Hinsdale, IL/TT
6/22	Columbus, OH/H-M
6/29	Braselton, GA/RR
7/4	Sacramento, CA/M
*7/6	Brooklyn, MI/RR
7/12	Castle Rock, WA/TT
7/13	Sears Point, CA/RR
7/19	Gardena, CA/TT
7/27	DuQuoin, IL/M
8/1	Hinsdale, IL/ST
8/3	Peoria, IL/TT
**8/3	Laguna Seca, CA/RR
*8/10	East Rutherford, NJ/M
8/17	Pocono, PA/RR
8/17	Cedar Rapids, IA/H-M
8/23-24	Indianapolis, IN/M
8/31	Pittsburgh, PA/H-M
9/7	Syracuse, NY/M
*9/14	Watkins-Glen, NY/RR
9/21	San Jose, CA/M
9/28	Riverside, CA/RR
10/5	Gardena, CA/H-M

* Pending
**Non-National
All dates & locations subject to change

Tentative 1980 AMA National Motocross Schedule

2/9	Seattle, WA/Stadium MX
2/10	Seattle, WA/Stadium MX
2/17	Oakland, CA/Stadium MX
3/1	Atlanta, GA/Stadium MX
3/8	Daytona Beach, FL/Stad. MX
3/14	Houston, TX/Stadium MX
3/15	Houston, TX/Stadium MX
3/23	Sacramento, CA/125—250 National
3/30	Phoenix, AZ/125-250 Nat'l
4/13	Houston, TX/125/250 Natl
4/26	Pontiac, MI/Stadium MX
4/27	Pontiac, MI/Stadium MX
5/3	New Orleans, LA/Stad. MX
5/4	New Orleans, LA/Stad. MX
5/10	Kansas City, KS/Stad. MX
5/18	Southwick, MA/125-250 National
5/25	Mt. Morris, PA/250-500 Nat'l
6/1	Buchanan, MI/250-500 Nat'l
6/8	Atlanta, GA/250-500 Nat'l
6/15	Lakewood, CO/250-500 Nat'l
6/22	Carlsbad, CA/500cc GP
6/29	Sears Pt., CA/500-125 Nat'l
7/6	Washougal, WA/500-125 National
7/12	Los Angeles, CA/Stad. MX
7/13	Los Angeles, CA/Stad. MX
7/20	New Berlin, NY/250cc GP
7/27	Lexington, OH/125cc GP
8/9-10	Philadelphia, PA/Stad. MX
8/24	Binghamton, NY 500-125 National
8/31	St. Petersburg, FL/500-125 National
9/21	Lexington, OH/Trans-USA
9/28	Buchanan, MI/Trans-USA
10/5	New Berlin, NY/Trans-USA
10/12	Atlanta, GA/Trans-USA
10/19	Sears Pt., CA/Trans-USA

All dates & locations subject to change

Tentative 1980 AMA National Enduro Schedule

Western Region

2/24	150 mi. Nat'l Chaparrrals MC Placentia, CA 714/528-3007
5/18	100 mi. Nat'l Lobos, Inc. Oregon City, OR 503/656-5801

Central Region

6/15	100 mi. Nat'l Range Riders MC Grand Rapids, MN 218/326-6772
8/17	200 mi. Nat'l Lansing, MI 517/374-8193
10/5	100 mi. Nat'l IN/IL/KY Enduro Riders Ass. Evansville, IN 812/867-2937
10/19	100 mi. Nat'l Forest City Riders Rockford, IL 815/399-9233
11/9	Tulsa Enduro Riders Assn. Tulsa, OK 918/258-2641

Eastern Region

3/2	100 mi. Nat'l Georgia Crackers MC Decatur, GA 404/961-0998
3/16	100 mi. Nat'l No. Virgina Trail Riders Centreville, VA 301/937-8186
6/22	150 mi. Nat'l Enduro Riders Assn. Columbus, OH 614/272-8146
8/24	100 mi. Nat'l Greylock Riders MC Pittsfield, MA 413/443-6369
8/31	Columbia End. Riders Asn. Columbia, SC 803/356-4556

Tentative 1980 ISDT Qualifier Schedule Two and three day Reliability Trials

3/22-23	Tellico, TN Volunteer Riders Knoxville, TN 615/588-0879
4/12-13	Maplesville, AL Perry Mtn. MC Maplesville, AL 205/366-2682
4/19-20	Tulsa, OK Tulsa Trail Riders Jenks, OK 918/583-5485
4/26-27	Glendale, CA Sunland Shamrocks MC Sunland, CA 213/243-1101
5/10-11	Rose City, MI Bentwheels Comp Club Utica, MI 313/247-1039
5/24-25-26	McMinnville, OR Trask Mtn. MC McMinnville, OR 503/472-3828
5/31-6/1	Bellingham, WA Mt. Baker MC Bellingham, WA 206/734-8631

NMRA 1980 Drag Race Schedule

*3/14-16	Gainesville Raceway NHRA Gatornationals Gainesville, FL
4/12-13	Gainesville Raceway Gainesville, FL
*4/25-27	State Capitol Dragway NHRA Cajun Nationals Baton Rouge, LA
5/24-25	New England Dragway Epping, NH
6/14-15	Edgewater Raceway Park Cincinnati, OH
7/4-5	Indianapolis Raceway Park Indianapolis, IN
8/9-10	Fremont Raceway Fremont, CA
**8/27-9/1	Indianapolis Raceway Park U.S. Nationals Indianapolis, IN
10/4-5	Atco Dragway Atco, NJ
**10/18-19	Ontario Motor Speedway NHRA World Finals Ontario, CA

*Pro Stock Bike event only
**Top Fuel Bike event only

EVERY WEEK

Friday

CALIFORNIA

D-36 NIGHT ROUGH Scrambles
Sand Hill Ranch, corner Camino Diablo & Vasco Rd. Brentwood, CA. Gates open 5 p.m., prac. 7, race 8. Entry $15 Ex., 80% p.b., $11 Sptsmn $11 30% brass. Spect. $4. D-36 numbers and colors a must. Tom Anderson 415/798-5695; 634-3328.

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 & Buchanan, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

SACRAMENTO NIGHT MOTOCROSS
Sacramento Raceway, Excelsior Rd., S of Mather AFB, Sacto, CA. Gates open 5 p.m., prac. 6, race 7:30. Nov/Int/Pro : Ex 125, 250 & Open in each class. Separate races for Vets, OT & Minis. Pro-Ex cash. 30% brass awarded every race night. 150% Pro p.b. Entry $8. 916/363-2653.

WASHINGTON

SIR NIGHT MOTOCROSS
Seattle International Raceway, Seattle, WA. All classes. BMX. Entry $8, $13 Pro. Prac. 6 p.m., race 7. 206/631-1550.

OKLAHOMA

NIGHT MOTOCROSS
Thunderbird Park, Claremore, OK. NW of Claremore All classes. For info: Leonard Smith, 700 SE 10th, Pryor, OK 74361. 918/825-3049.

TEXAS

NIGHT MOTOCROSS
Mosier Valley Night MX, Euless, TX. 8:00 p.m. 214/245-4693.

SHORT TRACK
Ross Downs Short Track, Colleyville, TX. 8:00 p.m. Pro-Am. Located on NE side of Ft. Worth. 214/241-1359.

TEXAS MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. E on E Mount Houston Rd., off Hwy. 59 North. All classes. Trophies thru 6 places to Am, Ex. 100% p.b. Entry $8. Swimming, showers, game room, grandstands. 713/458-0090.

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th Street. Race 8 p.m. 713/482-7593.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddelback Pk., Orange, CA. Gate opens 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $9, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/495-4771.

NITE DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. 714/727-1171.

SHORT TRACK & TT SCRAMBLES
Perris Raceway, Perris, CA.

Hwy. 74 to Ellis Ave., turn west ¼ mi., right on Burton Rd. Beginner thru Pro classes. Money race $8/p.b. Free camping. P.R.C., PO Box 1294, Perris, CA 92370. 714/657-4879.

WASHINGTON

P.A.R.A. MOTOCROSS
Woodland, Washington, 5 mi. E of I-5 on Hwy. 503. All classes. 100% Pro p.b. Entry $8.50 Am/$12.50 Pros. Home of Gresham Toyota Pro series. For info: Action OZ, Rt. 3, Box 379 E, Gresham, OR 97030. 503/665-6707.

OREGON

PARA MOTOCROSS
Mtn. View Cycle Park, Sandy, OR. 5 mi. E of Sandy on Rude Rd. All classes. Gate open 8 a.m., prac. 9, race 10. Entry Pee Wees $5/Nov. $6/Int. $6.50/Pros $10. 100% Pro p.b. For info: PARA, PO Box 365, Sandy, OR 503/666-9438. 668-4851.

Every Sat. & Sun.

RUN WHAT YOU BRUNG STREET RACE
Brotherhood Raceway Park, Terminal Island, CA. Btwn. San Pedro & Long Beach, entrance on Ferry St., next U.S. Customs Building. Gates open 8:00 a.m. to 6:00 p.m. Tech at 8. Admission $5 to race or watch. Kids under 12 yrs. free. All policemen & firemen & their families admitted free. Brotherhood of Street Racers, INc. 213/672-1814.

Sunday

CALIFORNIA

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gates open 7:00 a.m., prac. 8:00, race 9:00 a.m. 714/727-1171.

DeANZA MOTOCROSS
DeAnza cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Sptsmn. Nonmemb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

OREGON

OPEN SPORT RIDING/ FLAT TRACK/ MOTOCROSS
Sunny Valley Raceway, Sunny Valley, OR. 11 mi. N from Grants Pass on I-5, exit at Sunny Valley, W on Leland Rd. Track open 10 a.m. to dark for $5. 503/479-2405; 476-8829.

TEXAS

MOTOCROSS
Rio Bravo Motocross Park, Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Trophies thru 8 places to Ams, Expert p.b. dependent on sign up. Entry $7 Am, $12 Ex. Prac. starts 7:30 a.m., race 11 a.m. Swimming pool, showers, game room. 713/458-0090.

November 30

INDOOR STADIUM MOTOCROSS/PIT BIKE NATIONALS
Will Rogers Memorial Center, Bldg. 8, University Dr. & Crestline Rd., downtown Ft. Worth, TX. Prac. 7 pm, race 8:30 pm. 92 dba mufflers req. Classes 0-51cc thru 0-85cc micro mini thru Experts. Trophies, contingencies, cash prizes, awards to class champs at end of series. For more info: 817/267-5635.

D-36 NIGHT ROUGH SCAMBLES
Sand Hill Ranch, Brentwood, CA. See listing under Every Friday in Regularly Scheduled Events column. Tom Anderson. 415/798-5695; 634-3328.

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. AME license required. Post entry only, $8. Gates open 5 p.m., prac. 7, race 8 p.m. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME NIGHT MINI MX
Indian Dunes, Valencia, CA. Post entry $7. Prac. 7 pm, race 8 pm. All classes. 30% brass. AME lic. req. For info: AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

December 1

SUPERBIKERS
Carlsbad Raceway, Carlsbad, CA. Motorcyclings greatest Road Racers, Dirt Trackers, Motocrossers all gathered at one track for one race, winner take all. $20,000 cash purse, $30,000 + including contingencies. Come see who is the best athlete in the world on 2 whedels. Tickets available at Ticketron: gen. adm. $8. At the gate raceday gen. adm. $9. For more info: Superbiker, PO Box 2820, Mission Viejo, CA 92690. 714/495-6900.

LONE STAR INDOOR TRACK'N SERIES
Will Rogers Memorial Center, Bldg. 8, University Dr. & Crestline Rd., downtown Ft. Worth, TX. 0-51cc thru Open classes. Prac. 7 p.m., races 8:30 p.m. Trophies, contingencies, cash prizes, awards to class champs at end of series. 92 dba mufflers req. For more info: 817/267-5635.

December 1-2

D-37 LAST CHANCE ENDURO
Fremont Valley, CA. Limed from Hwy. 395 & Hwy. 14. Three 40 mi. loops each day, 240 mi. total. A/B & Women a riders start first. C/Women B & C riders go first 2 loops each day. Keytime is 7:00 a.m. D-37 cd. req. Entry $26 for both days. 3-man teams add $1 per rider & mai together. Sun. only, $13. Post entry $30. Send 2 SASE, entry & money to Bob Childers, 11539 Embre Dr., El Monte, CA 91732. Unique Sweepstakes Trophy. California Enduro Assn. 213/448-0597; 333-8594.

ADRA 3RD ANNUAL SONOITA TO ROCKY POINT
Arizona. For Info: ADRA, 1408 E. Granada, Phoenix, AZ 85006. 602/252-1900.

December 2

MERRY XMAS MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to Hwy. 126. Special Xmas race. All entries including Pros receive a free $10 gift certificate compliments of the Valley Yamaha Dealers, at sign up, plus Santa Claus trophies & $1500 Pro purse. CRC memb. req. 2 motos. Gates open 6:30 a.m., sign up 7 a.m., prac. 8, race 9:30. 213/830-7519.

DeANZA MOTOCROSS
DeAnza cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Sptsmn. Nonmemb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. Post entry $9 Sptsmn., $13 Pros. Cash p.b. to Pros, 30% Sptsmn. trophies. Gates open 7 a.m., prac. 8, race 9. AME lic. req. All classes. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

D-36 MOTOCROSS
Sand Hill Ranch, corner Camino Diablo & Vasco Rd., Brentwood, CA. Gates open 6:30 a.m., sign up 7:15, race 9 a.m. All classes welcome. entry $15 Ex., 80% p.b. Sptsmn $11, 30% brass. Spect. $4. D-36 numbers & colors a mujst! Tom anderson 415/5695; 634-3328.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 7:30 a.m. signup 8-9, prac, 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry. to: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

CMMC MINI MOTOCROSS
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside E. on Mapleview, N on Ashwood, up Wildcat Canyon Rd., 11 mi. O/N camping. Sign up closes 8:00 a.m. sharp. Late entry $10, guest entry $13. Membership $10. 714/496-2568, 488-7885.

D-36 MARATHON
Lodi Cycle Bowl, Lodi, CA. Minis to Open class. Entry $8. Minis one hr. per race. Sptsmn. 1½ hr. Gate opens 7:00 a.m. 209/368-7182.

TEXAS MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Prac. 8 a.m., race 10. Entry Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. class. Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

POST ENDURO
For info: P.O. Box 12033, Lubbock, TX 79452. George McMahan 806/799-1256.

ARRA ROAD RACE
Riverside Raceway, Riverside, CA. Hwy. 60 to Day St. GP/Prod/4-Stroke GP/Cafe classes. Entry $18/$9 pre, $22/$11 post. Spectators welcome. Join ARRA & race same day. Rider Med. ins. Pat Manning, 3407 W. Olive, Burbank, CA 91505. 213/842-7433.

DRAG HILL CLIMB
DeAnza Cycle Park, Sunnymead, CA. 250cc thru Open Modified classes only. $10 entry. Super drag hill. Sign up 7-9 a.m. 714/653-5840 (eves) or 714/653-7979 weekends.

CMC MOTOCROSS
Fremont Raceway, Fremont, CA, west side of Hwy. 17, ¼ mi. S of Durham Rd. turn off. All classes. Entry $12 Sptsmn, 30% brass. $15 Pros, 100% p.b. Gates open 7 a.m., prac. 8, race 9:30. New 1¼ mi. course. Parts available. ZAP Promotions 415/355-4760; Fremont Raceway 415/651-2546.

RAINDEER HARE SCRAMBLES
Lucerne Valley, CA. Limed from the Y Cafe, Anderson Dry Lake area. 2 laps on a 30-mile course. No membership req. D-37 cards accepted. Beginners, Novices, Amateurs & Experts, minis & Women welcome. CRC desert pts. 714/689-6114. (days).

FLAT TRACK & TT
Saguaro Raceway, Tucson, AZ. Take Palo Verde exit S off I-10 to Hughs Access Rd. Gate opens 12:00 p.m., prac. 1, race 2. Entry $7.50/$12.50 Pros. 50% Pro p.b., 30% trophies. Gate fee $3, kids 6-12 $1. 602/795-2238.

MOTOCROSS
Saguaro Raceway, Tucson, AZ Hughs Access Rd., Tucson. Gate opens 7 a.m., prac. 8, race 9. Gen. adm. $3, kids 6-12 $1. All classes wlcome. 2 motos each class. 30% same day trophies. Entry $8 Sptsmn., Pros $14. 100% Pro p.b. 602/795-2238.

ITA TRIALS
Saddleback Park, Orange, CA. Last Trials of the year. Beg/Nov/Am/Ex/ 1st time Beg. classes. 40% medals. Entry $7/$9 non-memb. For info: Jean Fradette, 501 E. Orangethorpe, anaheim, CA 92801. 714/879-0570.

December 7

D-36 NIGHT ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. See listing under Every Friday in Regularly Scheduled Events column. Tom Anderson. 415/798-5695; 634-3328.

December 8

TEXAS NIGHT MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Sign in 4:00 p.m., race 7:00 p.m. Entry, Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. classes. For info: Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

AME ATC/ODYSSEY RACE
Sprockets Park, Bakersfield, CA. 58 E to Mt. Vernon exit N. to Sprockets Pk. All classes. Cash p.b. to 1st place. Entry $10. Trophies, prizes. Mike Stanford, 5201 Centaur, Bakersfield, CA 805/833-2523.

V.O.T.E./BERNIE SCHREIBERS EXPERT ONLY TRIAL
Littlerock Dam, CA. I-5 N to 14E, exit Pearblossom Hwy. E to Barrel Springs Road. Follow Bay Area signs to pits. One hour from L.A. World class sections. EZ spectator access. Support class. All entries $10. Sign up 9 a.m., start 10. Spk. arr. req. ATA points. 213/649-1700.

December 8-9

RUSS DARNELL MX SCHOOL
Corona Raceway, Corona, CA.

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NEW Veterans Division (ages 30-39)
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Dec. 1 & 2—C.E.A. Enduro
Dec. 9—Jack Rabbits Hare & Hound
Dec. 9—Gripsters Scrambles
Dec. 16—Hilltopers European Scrambles

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MX RACING EVERY SUNDAY—MEMBERSHIP NOT REQUIRED
Member Sportsman $8—Member Experts $12—Non-Member add $2—100% trophies to Minis & Pee Wees—50% trophies to Vets Plus 30% trophies to Sportsmen—Same day brass
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Cycle News want ads work

CRC DESERT RACE SCHEDULE
KAL-GARD
Dec. 2
Hare Scrambles
Lucerne
CRC Membership Required for info call
(714) 689-6114

CRC MOTOCROSS RACE SCHEDULE
KAL-GARD
Dec. 2 — Indian Dunes
Dec. 9 — Saddleback
Dec. 16 — Indian Dunes
Dec. 23 — Saddleback
Dec. 30 — G.P. Indian Dunes
★ Last G.P. of the Decade at Indian Dunes ★
CRC Membership Required
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CRC ENDURO EVENT SCHEDULE
YAMAHA ENDURO SERIES
KAL-GARD
Dec. 9 - Santa Claus Enduro
Lucerne
High Point Rider Wins
New IT-175 YAMAHA
for info call
(714) 689-6114

Nov. 30 Indian Dunes
A.M.E.
P.O. BOX 1421, RESEDA, CA 91335
213/881-5778

RIDE AWARE

NMA
NATIONAL & REGION ACTIVITIES
SANCTIONS — MEMBERSHIPS
CONTACT: NMA P.O. BOX 44 NORWALK, CA 90650 213-868-8112
NATIONAL MOTOSPORT ASSOCIATION
MINICYCLE — MOTORCYCLE MOTOCROSS

DISTRICT 38 DESERT RACES
Dec. 9—Bush Eaters M/C A Different Team Race
Dec. 16—Fudpuckers Racing Team Hare Scrambles 4 ft. Brass to 1st OA
Details in the Calendar Section

MX RACES EVERY SUNDAY
Open 7 days — 7 a.m. 'till dark
Located 2 miles west of Interstate 5 on Highway 126 near Castaic.
(805) 255-4200
INDIAN DUNES

Open 7 Days 714-558-1584
CMC-MX, ITA Trials — 1st & 3rd Sundays
CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
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he issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and accordance with the agreement governing the use of such card.

Limited entry. $50 per student. Gift certificates available. Call for reservations. 213/767-1854; 848-2995.

December 9

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theordore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Sptsmn. Nonmemb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

D-38 TEAM RACE
Plaster City, CA, btwn. Plaster City & Ocotillo, N of Old Hwy. 80 and Hwy. 80. 125/250/Open/Sr over 35. Entry $9. Ex & Am must team with a Nov, Nov. start-Sr. exempt. Bush Eaters M.C., 6343 Boulder Lake Ave., San Diego, CA 92119.

ENDURO
Clear Creek Park 25 mi. from Coalinga. CANCELLED y $13 mail, $15 p mail 2 SASE to Fresno M.C., PO Box 11503, Fresno, CA 93773. 208/255-1161; 255-9642.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA,. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, first race 9 a.m. Jr/Int entry $8 mail, $10 post, Pros $13 mail, $15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

ERA/PARA MOTOCROSS
At Franklin on Territorial Rd., Cheshire, OR. Take Hwy. 99 N to Cheshire/Hwy. 36 cut off. L at yellow light, go 6 mi., L on Territorial Rd. Track is on L. Dbl. PARA pts. PARA memb. req. Pros $10, Am. $6. 100% Pro p.b. All classes welcome. For info: Emerald Racing Assoc., 2810 Dahlia Ln., Eugene, OR 97404. 503/688-1274.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes. 2 motos each. Cash p.b. to Pros, 30% brass to Sptsmn. Entry $10/$13 Pros. Gates open 7:00 a.m., prac., 8, race 9:30 a.m. CRC memb. req. 213/830-7519.

D-36 2 + 2 HARE SCRAMBLES
Hollister Hills SVRA, limed from south of Hollister, CA. All classes plus OT & Vets. No Minis or PP. Gate fee $1, race $12. Sign up 8-10 Sunday. All classes race 10:30, approx . 70 + miles. Free camping Sat. Finisher pins. Spark arrestors req. Will be checked. 415/687-0963.

D-37 HARE & HOUND
Fremont Valley, CA. Limed from Hwy. 395 & Hwy. 14. All classes welcome. Two 35 mi. loops; trail bikes & Beginners go 1 loop. Jackrabbits MC, 10503 Priscilla Ave., Norwalk, CA. 213/863-8333.

EL TRIAL DE ESPANA
Saddleback Park, Orange, CA. Beginner, Novice, Amateur, Expert, Senior classes plus Special Press, Sidecar & Trail Bike classes. Trial starts 9:30 a.m. Exhibition sections. Good spectator access. Raffle: Bultaco motorcycle, plus door prizes. ATA 714/558-1584.

AME MINI MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9. All classes. Gates open 7:00 a.m., prac. 8, race 9. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

DBSCA MOTOCROSS
Sayers MX Park, San Antonio, TX. From SA, take US 87 south to Sayers, TX. Take Stuart Rd. south 1½ mi. Follow signs. All classes. Split program. Mini/Nov 8:30 a.m. sign up. Int/Ex 12:30 p.m. sign up. 100% to Ex. Entry Ex. $10, Am. $7, gate fee $3. DBSCA, 8635 Standing Bear, San Antonio, TX 78242. 512/623-4945.

D-36 MOTOCROSS
Sand Hill Ranch, corner Camino Diablo & Vasco Rd., Brentwood, CA. Gates open 6:30 a.m., sign up 7:15, race 9 a.m. All classes welcome. Entry $15 Ex., 80% p.b. Sptsmn $11, 30% brass. Spect. $4 D-36 numbers & colors a must! Tom Anderson 415/798-5695; 634-3328.

MOTOCROSS
Sunrise Valley Cycle Park, 2 mi. N of Adelanto, CA on Hwy. 395. All classes welcome. Entry $8/$12 Pros. MX School on Saturday — starts at noon. FOR INFO: Nick Brasevich, 15224 7th St., Victorville, CA 714/235-7339.

AME MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9 Sptsmn., $13 Pros. P.b. to Pros, 30% brass. Gates open 7 a.m., prac. 8, race 9 a.m. AME lic. rq. All classes. For info: AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

D-36 HANGTOWN SPORTSMAN MX QUALIFIERS
Riverfront Park, Marysville, CA. 40 mi. N of Sacto on Hwy. 70. Entrance to park is at 1st & F St. in downtown Marysville. 125/250/Open - Nov/Jr/Ex Sportsman classes. Mini/PP/100 OT/Vet Support classes. Entry $13/Semi Pro & Ex. $3 + $15 to purse. Free camping, race rain or shine. First race for 4 event series. Charlie Sexton: 916/695-2727; 695-2088.

CRC SANTA CLAUS ENDURO
Lucerne Valley, CA. Limed from the Y Cafe. 2 loops approx. 35 mi. each. Santa will hand out 100% trophies to all finishers. Minis, Women & C riders under 16 yrs old go 1 loop. All others go 2 easy loops. Santa will hand out candy & take Christmas orders from all the children. Mail $13 & 2 SASE to CRC 7601 Arlington Ave., Riverside, CA 92503. Post entry $16. Nonmemb. add $2. Fun event for whole family. 714/689-6114 (days).

AMA SHORT TRACK
Oakdale, CA, Pioneer Arena. S. off Hwy. 120 on Pioneer, btwn. Oakdale & Escalon. All short track classes welcome, 500cc & under. Entry $5.50. Pee Wees & Minis welcome. Info: Jerry Griffith, 9600 Pioneer, Oakdale, CA 209/847-5558.

MRA CROSS COUNTRY TEAM RACE
Hwy. 238 through Jacksonville, OR, follow signs. 2 man teams, 2 laps per rider, 10 mi. course. 125/250/Open/OT classes. Sign up 9:30 a.m., start 10:30. Entry $5 each MRA memb. rider, $7 each non memb. rider. Get your go fast buddy & be there! 503/535-4977.

MRA MOTOCROSS
Medford MX Park, Kirtland Rd., White, OR. Sign up 7-9 a.m., prac. 8-9, race 9:30. Entry $6/$10 Pros, $3 spectators. All classes plus Minis. Pro money race 100% p.b. (no lic. req.). Turkey class, OT class. MRA, PO Box 1471, Medford, OR 97501. 503/664-5744, 664-6241.

December 14

CRC ODYSSEY/ATC MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Practice 7p.m., race 8p.m. 30% brass. Entry $9. CRC memb. req. 213/830-7519; 714/689-6114.

CRC NIGHT MINI MOTOCROSS
Indian Dunes, Valencia, CA Prac. 7p.m., race 8. 30% brass. All classes. CRC memb. req. 213/830-7519; 714/689-6114.

CRC NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. International track. Cash to Pros. 30% brass to Sptsmn. Sign up 6:00 p.m., prac. 6:30, race 8:00 p.m. Entry $10/$13 Pros. CRC memb. req. 213/830-7519.

INDOOR STADIUM MOTOCROSS/PIT BIKE NATIONALS
Will Rogers Memorial Center, Bld. 8, University Dr. & Crestline Rd., downtown Ft. Worth, TX. Prac. 7 pm, race 8:30 pm. 92 dba mufflers req. Classes 0-51cc thru 0-85cc micro mini thru Experts. Trophies, contingencies, cash prizes, awards to class champs at end of series. For more info: 817/267-5635.

D-36 NIGHT ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. See listing under Every Friday in Regularly Scheduled Events column. Tom Anderson. 415/798-5695; 634-3328.

December 15

LONE STAR INDOOR TRACK'N SERIES
Will Rogers Memorial Center, Bldg. 8, University Dr. & Crestline Rd., downtown Ft. Worth, TX. 0-51cc thru Open classes. Prac. 7 p.m., races 8:30 p.m. Trophies, contingencies, cash prizes, awards to class champs at end of series. 92 dba mufflers req. For more info: 817/267-5635.

December 15-16

RUSS DARNELL MX SCHOOL
Oasis Raceway, Clearlake, CA. Limited entry. $50 per student. Gift certificates available. Call for reservations. 213/767-1854; 848-2995.

December 16

D-38 LAST CHANCE HARE SCRAMBLES
Imperial Valey, CA, Superstition Mountain area. Marked from I-8 in Imperial Cty. at Dunaway Rd. exit. N to old Hwy. 8 (S-80) turn R, go approx. 4.2 mi. E & turn L on Huff Rd. Go N about 6.5 mi. watch for arrow indicating L turn on dirt road to pits & camp. Sign up 4-6 p.m. Sat; 7-9:25 Sun. All classes welcome. 4' brass to 1st overall. 20% trophies. 4-20mi. loops. Entry $9. No memb. req. 10:00 a.m. start. SCDSC & Fudpuckers Racing Team. 714/427-5759.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. Post entry $9 Sptsmn., $13 Pros. Cash p.b. to Pros, 30% Sptsmn. trophies. Gates open 7 a.m., prac. 8, race 9. AME lic. req. All classes. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cash for Pros. 2 motos & brass for Sptsmn. Entry $10/$13 Pros. Gates open 7:00 a.m., prac. 8, race 9:30. Memb. req. 213/830-7519.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 7:30 a.m. signup 8-9, prac. 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry to: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

TEXAS MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Prac. 8 a.m., race 10. Entry Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. class. Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

CMMC MINI MOTOCROSS
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside E. on Mapleview, N on Ashwood, up Wildcat Canyon Rd., 11 mi. O/N camping. Sign up closes 8:00 a.m. sharp. Late entry $10, guest entry $13. Membership $10. 714/496-2568, 448-7885.

D-36 MOTOCROSS
Sand Hill Ranch, corner Camino Diablo & Vasco Rd., Brentwood, CA. Gates open 6:30 a.m., sign up 7:15, race 9 a.m. All classes welcome. Entry $15 Ex., 80% p.b. Sptsmn $11, 30% brass. Spect. $4. D-36 numbers & colors a must! Tom Anderson 415/798-5695; 634-3328.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Sptsmn. Nonmemb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

D-36 HANGTOWN SPORTSMAN MX QUALIFIERS
Plymouth Raceway, Plymouth, CA. Take Hwy. 16 E from Sacto, Hwy. 49 S from Pville. Gates open 6:15 a.m., sign up 6:30, prac, 7:30, race 9. Entry $13 Sptsmn; Semi Pro $3 plus $15 to purse, Ex. for trophy $13. No Support classes at Plymouth. 125/250/Open Nov/Jr Ex classes only. Plymouth Raceway will close for good after these two races! For info: C.E.S. Promotions, PO Box 221, Sutter Creek, CA 95685. 209/267-0312.

MOTOCROSS
Saguaro Raceway, Tucson, AZ Hughs Access Rd., Tucson. Gate opens 7 a.m., prac. 8, race 9. Gen. adm. $3, kids 6-12 $1. All classes welcome. 2 motos each class. 30% same day trophies. Entry $8 Sptsmn., Pros $14. 100% Pro p.b. 602/795-2238.

FLAT TRACK & TT
Saguaro Raceway, Tucson, AZ. Take Palo Verde exit S off I-10 to Hughs Access Rd. Gate opens 12:00 p.m., prac. 1, race 2. Entry $7.50/$12.50 Pros. 50% Pro p.b., 30% trophies. Gate fee $3, kids 6-12 $1. 602/795-2238.

AMA SHORT TRACK
Oakdale, CA, Pioneer Arena. S. off Hwy. 120 on Pioneer, btwn. Oakdale & Escalon. All short track classes welcome, 500 cc & under. Entry $5.50. Pee Wees & Minis welcome. Info: Jerry Griffith, 9600 Pioneer, Oakdale, CA 209/847-5558.

December 21

D-36 NIGHT ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. See listing under Every Friday in Regularly Scheduled Events column. Tom Anderson. 415/798-5695; 634-3328.

INDOOR STADIUM MOTOCROSS/PIT BIKE NATIONALS
Will Rogers Memorial Center, Bldg. 8, University Dr. & Crestline Rd., downtown Ft. Worth, TX. Prac. 7 pm, race 8:30 pm. 92 dba mufflers req. Classes 0-51cc thru 0-85cc micro mini thru Experts. Trophies, contingencies, cash prizes, awards to class champs at end of series. For more info: 817/267-5635.

December 22

LONE STAR INDOOR TRACK'N SERIES
Will Rogers Memorial Center, Bldg. 8, University Dr. & Crestline Rd., downtown Ft. Worth, TX. 0-51cc thru Open classes. Prac. 7 p.m., races 8:30 p.m. Trophies, contingencies, cash prizes, awards to class champs at end of series. 92 dba mufflers req. For more info: 817/267-5635.

TEXAS NIGHT MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Sign in 4:00 p.m., race 7:00 p.m. Entry, Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. classes. For info: Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

AME ATC/ODYSSEY RACE
Sprockets Park, Bakersfield, CA. 58 E to Mt. Vernon exit N. to Sprockets Pk. All classes. Cash p.b. to 1 st. place. Entry $10. Trophies, prizes. Mike Stanford, 5201 Centaur, Bakersfield, CA 805/833-2523.

December 23

D-36 MOTOCROSS
Argyll Park, 11 mi. S of Dixon, CA, Hwy.l 113. All classes welcome. D-36 pts. & bonus trophies. Entry $15/$10 plus $3 park fee. 100% Ex. p.b. Gate opens 6:30 a.m., sign up 7, prac. 7:30, race 9. Free O/N parking. Spectators $4, kids 6-12 $1. 916/678-3592.

LAKE WHITNEY MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX on FM 2960 off Hwy. 22 W of Whitney. $1,170 guar. purse, brass thru 8th. Split race sched. Nov 9 a.m., Int/Ex. approx. 1:30 p.m. All classes. Camping $2 per vehicle, gate $4. Am. entry $8/Ex. $10. 713/482-7593; 817/694-2901.

D-36 MOTOCROSS
Sand Hill Ranch, corner camino Diablo & Vasco Rd., Brentwood, CA. Gates open 6:30 a.m., sign up 7:15, race 9 a.m. All classes welcome. Entry $15 Ex., 80% p.b. Sptsmn $11, 30% brass. Spect. $4. D-36 numbers & colors a must! Tom Anderson 415/798-5695; 634-3328.

D-36 HANGTOWN SPORTSMAN MX QUALIFIERS
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CMC MOTOCROSS
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AME MINI MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9. All classes. Gates open 7 am, prac. 8, race 9 am. 30% brass. AME lic. req. For info: AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

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December 26-27

RUSS DARNELL MX SCHOOL
Indian Dunes, Valencia, CA. Limited entry. $50 per student. Gift certificates available. Call for reservations. 213/767-1854; 848-2995.

December 27-28

RUSS DARNELL MX SCHOOL
Dixon, CA. Limitd entry. $50 per student. Gift certificates available. Call for reservations. 213/767-1854; 848-2995.

December 28-29

RUSS DARNELL MX SCHOOL
Saddleback Park, Orange, CA. Limited entry. $50 per student. Gift certificates available. Call for reservations. 213/767-1854; 848-2995.

Road Runs

December 2

SCMA TOYS FOR TOTS/ HOPE HOUSE BENEFIT RUN
Westminster H-D, 9306 Bolsa Ave., Westminster, CA. Entry $1 plus a new toy or gift. No pins, no trophies. Money from sign-in will be donated, in total, to Hope House. Donation of cash rather than a gift is welcome. Send cash donations to: Hope House, c/o Sherry Babbitt, 6191 Chickasaw, Westminster, CA 92683. For pick up of toy or gift call 213/949-8794. For run info: 714/526-7367; 897-3612; 805/483-7252.

December 15

SCMA AREA A CHRISTMAS PARTY
Crest Hall, 12055 Beach Blvd., Stanton, CA. Adults only. No ticket sold at door. Area A Queen contest. For info on Queen contest call 213/424-1878. Semi formal event, no colors please. Adults $7.50, SCMA memb. 50¢ discount. Mail to SCMA Christmas Party, 2508 Elm Ave. #1, Long Beach, CA 90806. Mail in cut off Dec. 1, 1979. 7-8 p.m. no host cocktails; 8-9 dinner; 9-1 a.m. dancing to live band. 213/424-1878.

December 16

SIMI VALLEY ROADRUNNERS TOYS FOR TOTS RUN
Coalinga Shopping Center, Elm Ave. & Polk St., Coalinga, CA. Sign in 8-10 a.m. Entry, one new toy plus $1. Unique pins, surprise trophies, short ride. 209/935-0468; 935-3209.

ROAD RUN
Leave from Southland Cycles, 8141 Garden Grove Blvd., Garden Grove, CA at 10:00 a.m. and ride to San Juan Capistrano & Lake Elsinore. Everyone rides free. Bring $ for lunch in San Juan. Call Jim, days, at 714/893-5091 for more info.

FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

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Will Rogers was right.
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WANT ADS

Help Wanted

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Needed exp'd Kawasaki partsperson
Large LA South Bay area dealer. SOUTH BAY MOTORCYCLES, 2001 Artesia, Redondo Beach, CA 90278. (213) 772-1647 or (213) 379-3344. (36/TFN)

SALE TRAINEE NEEDED
For the Number 1 H-D dealer in the country. Salary + commission + company benefits. Contact Scott at HARLEY-DAVIDSON WEST in Marina Del Rey, CA (213) 822-3426. (47)

Mechanic/Service Manager
Opening for right person. Salary open. Contact Mr. Bercovitz at CYCLETIME COMPANY, 1632 S. La Cienega Blvd., Los Angeles, CA 90035. (213) 275-6734. (48)

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Wanted Kawasaki Mechanic
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BURBANK KAWASAKI accepting employment applications now! Need full staff for *SALES*PARTS* SERVICE* Experienced only please. (213) 848-6627. (47)

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Experienced only. Must be able to write contracts/ins. and DMV. Top pay plan TORRANCE HONDA (213) 371-7533 Ask for Terry. (47)

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Harley and Kawasaki, salary open, experience necessary, beautiful San Joaquin Valley, Visalia, Cal. (209) 733-1087. Contact Jim. (47)

White Bros. expands!
Position open for mature person with shipping or parts experience. Good salary, vacation, medical and profit sharing. Call or send resume to WHITE BROS. Atten: Tom, 11611 Salinaz Dr., Garden Grove, CA 92643. (714) 638-1653. (47)

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Experience and references required. BARGER HARLEY-DAVIDSON, Canoga Park. Call Loretta at (213) 999-3355. (45/TFN)

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(213) 635-8058. (40/TFN)

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Lubrication end for motorcycle market. Regular product line, plus field tested products with multi-million potential. Access to complete manufacturing, packaging facilities. Reply to: CYCLE NEWS WEST, P.O. Box 498, Div. PM, Long Beach, CA 90801. (47)

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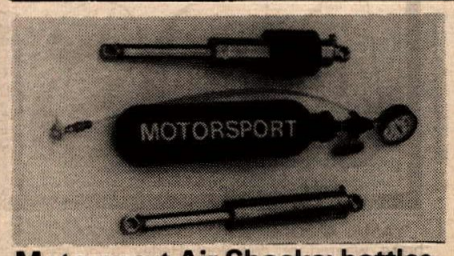

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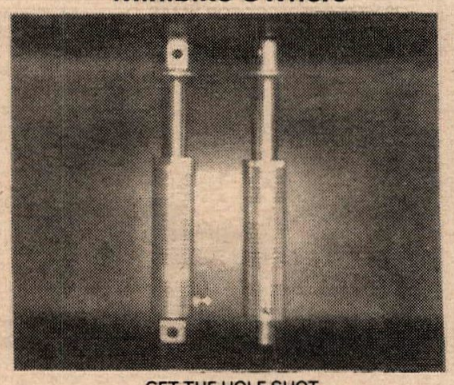

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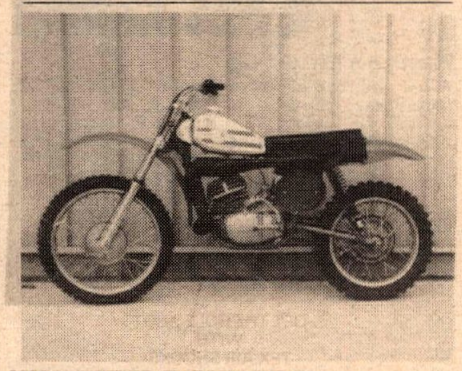

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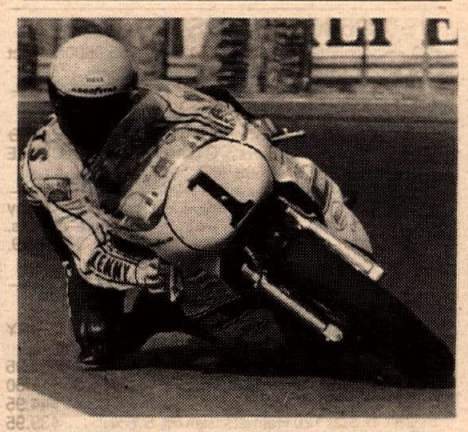

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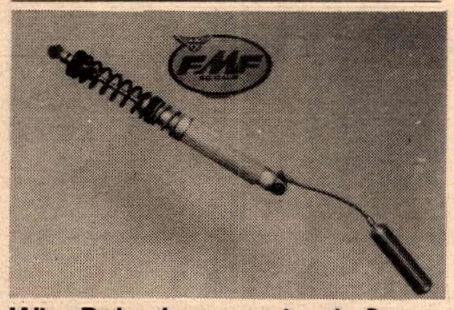

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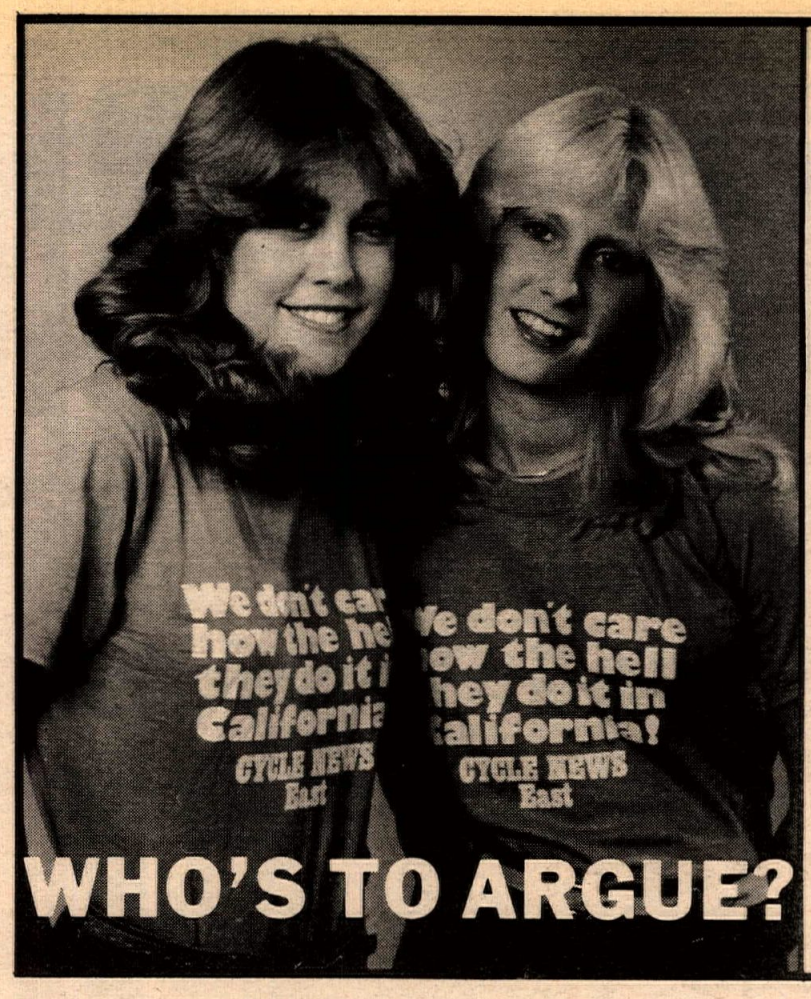

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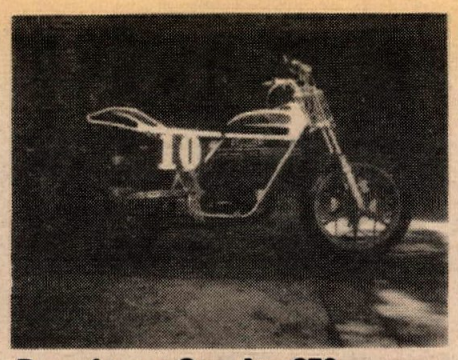

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YZ100F — SUSPENSION by Luft, modified swingarm, new rear tire, rim. Complete O/H 11/14/79. YZ125F — SUSPENSION by Luft — Metzeler tires — engine work. (213) 887-8500 Ext. 224 (8-2:30 p.m.), ask for Gib. (47)

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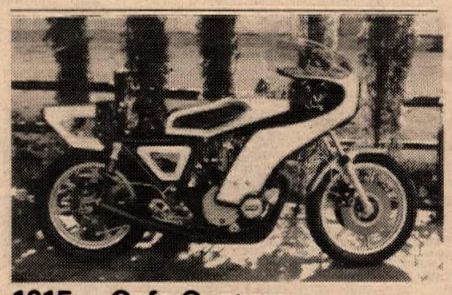
Centerport models, very clean, stock appearing but with nicely modified engines & suspension. $650.00 & $850.00. Days (714) 523-8570 or evenings (714) 951-0834. (48)



1015cc Cafe Custom Featured in March Motorcyclist Magazine
1975 Kawasaki professionally prepared by M. Valasco, Yoshimura R&D. Cosmetics by Fanniff, paint by Crago (Blk & Silver) bike is in concourse cond. throughout. $9000.00 + invested to date Lic #Z-ONLY 1, best offer over $5000.00, E. Clark (213) 985-0340. (48)

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Stock 390 with air caps and heavy duty rims and spokes, K&N air filter, your choice of two carburetors, $1050.00. (213) 424-1179. (47)

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CR-250-R — 1979 Honda
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That's right. Bob Hannah replica seat covers, quality heavy duty material, reinforced double stitching available for Yamaha YZ 125D, E, F. models and YZ250-400 D, E, F models. Dealer inquiries invited. Retail $19.95. LUFT RACING PRODUCTS, 9601 Owensmouth #28, Chatsworth, CA. (213) 998-8845. (47)

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Russ Darnell Motocross School
Corona Raceway, December 8th & 9th. Clearlake, CA December 15th & 16th. Indian Dunes, December 26th & 27th. Dixon, CA December 27th & 28th. Saddleback, December 28th & 29th. DeAnza, January 3rd & 4th. Barona Oaks, January 12th & 13th. Sprockets Park, Bakersfield, CA January 26th & 27th. Gift certificates available. (213) 767-1854 or (213) 848-2995. (1980/3)

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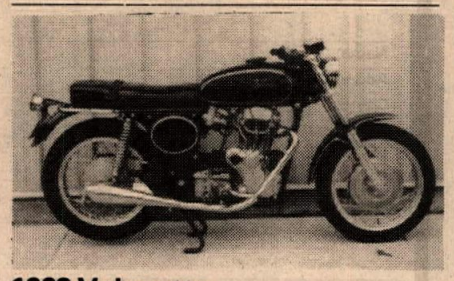

1968 Velocette
500cc, GP carb, mint condition, less than 1,000 miles since new. Very rare model. $2,495 FIRM. WILLIAMSON SPORTS MOTORS, RD 1, Mill Hall, PA 17751. (717) 726-4921. (48)

WANT ADS

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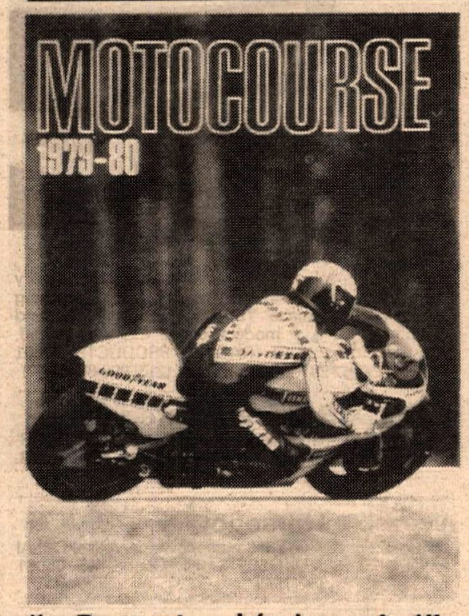

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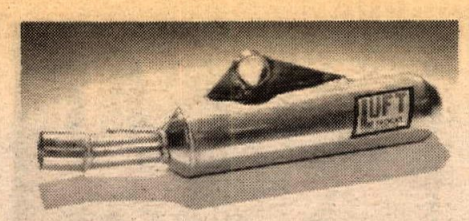

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Super strong, light weight, completely repackable. Available for Yamaha YZ 80 E-F, YZ 100 E-F, YZ 125, 250, 400 D, E, F models. Suzuki 125, 250, 400 B-C-N models. Maico Magnums, Honda CR125-250R, Kawasaki KX '78, '79, 125-250. Shipped same day, dealer inquires invited. From $36.95 up. LUFT RACING PRODUCTS, 9601 Owensmouth #28, Chatsworth, CA. (213) 998-8845. (47)

1979 Yamaha TZ250F
New in crate, never opened. SOUTH BAY MOTORCYCLES, 2001 Artesia, Redondo Beach, CA 90278. (213) 772-1647 or (213) 379-3344. (33/TFN)

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Nancy Gorak at: (213) 427-7433

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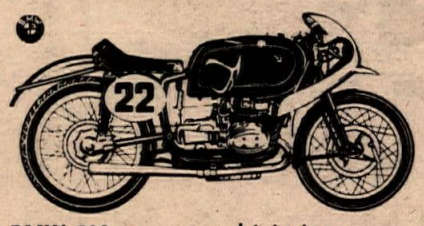
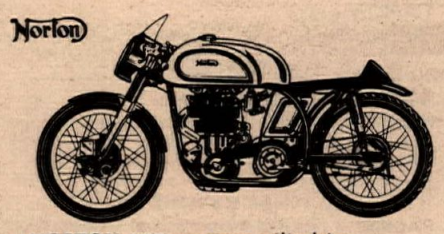


BMW 500 cc. moto ad iniezione
Art. 124



NORTON 500 cc monocilindrico
Art. 109

Motorsport For Motorcycle Models

Protar 1/9 scale kit 109 NORTON Manx, $18.95. 116 BENELLI 350cc, $18.95. 123 GILERA "Private," $18.95. 125 BMW 500RS, $19.95. 144 YAMAHA OW34, $25.95. 156 DUCATI Sport, $22.95. Shipping $2.50 per order. MOTORSPORT, 6115 Gravois, St. Louis, MO 63116. (314) 481-7983. (47)

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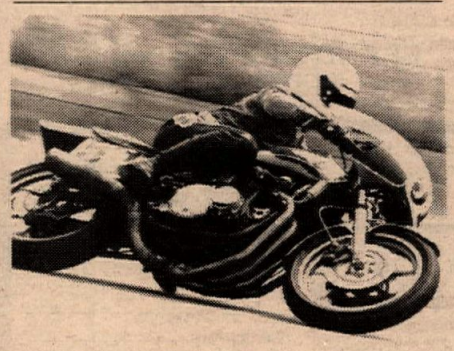

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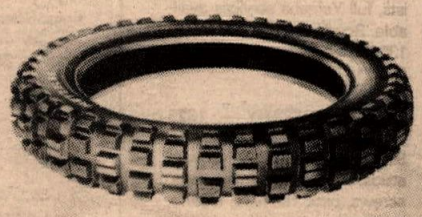

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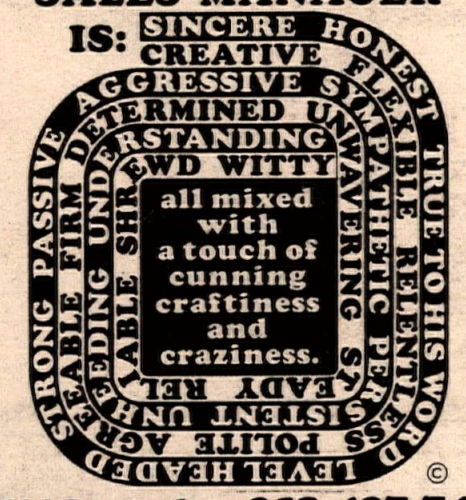

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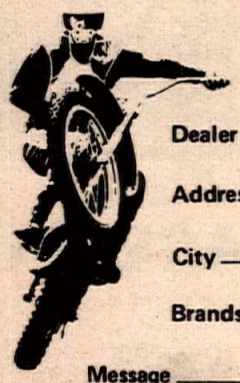

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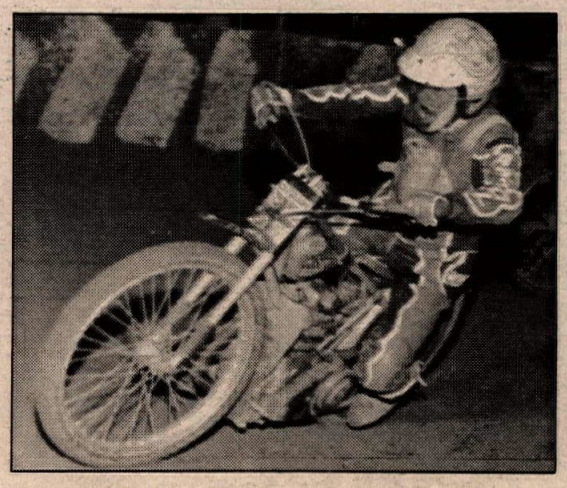

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ON THE FRONT PAGE. Mike Baldwin, shown here in action at Daytona '79, has been in the hospital since his Loudon get-off in June. One of America's hottest pavement scratchers now must consider if and when he'll race again. Photo by Charles Morey.

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VOICES

Why is Carnegie closed?

Last August, the State of California bought Carnegie Cycle Park in Livermore with money from the off-road green stickers. The park has been closed since they took possession. They say they cannot afford to open the park, but they can afford to have armed guards there to stop riders.

Is this another rip off, and can we do anything about it?

We need help!

RONALD STERBENK
Fremont, CA

P.S. Keep getting the run-around from people in charge. Seems no knows what is going on.

We phoned Dave Cox, ORV Coordinator for the Department of Parks and Recreation, and he told us that he had just gotten "a definite commitment out of our front office to go ahead and get (the park) opened up under a concession-type of agreement." They have several parties interested in operating Carnegie, according to Cox, and now it's a matter of choosing which one will operate it, then waiting for them to get their act organized. That, however, may be a temporary measure. After six months, they'll have three alternatives: (1) The Department of Parks and Recreation will take over and run it like Hollister. (2) Continue the service contract with the concessionaire. (3) Make it a regional park. Regardless of what action is taken, Ron, it'll be a while before Carnegie is open for ORV use . . . Editor.

Dear Mr. Cahill . . .

We recently reviewed the guest editorial appearing in *Cycle News/West* which reveals what is described as a blatant attempt to abolish the California OHV fund and related recreation facilities.

Quite frankly, we are outraged that the California Department of Parks would even consider reducing their efforts to accommodate off-highway vehicle recreation. California maintains one of the most well funded off-highway vehicle programs in the United States. Yet, it has historically suffered from the lack of decisive, interested, or willing leadership within the Department.

The comments attributed to Mr. James Whitehead suggesting that OHV recreation is not manageable or at best premature and ill-advised reflect the type of OHV ignorance that we have come to expect within the Department of Parks and Recreation. It is difficult to imagine the base from which such an observation could be made when the Department of Parks and Recreation in California has done little to attempt management of OHV activity besides the purchase of token land areas with funds provided by the users themselves and erected a minimal number of signs in an attempt to add legitimacy to a program that the Department of Parks and Recreation has shown little interest and almost no management direction.

As in the past, the AMA stands willing to provide whatever assistance you feel this association can make available. However, please be advised that any attempt to further reduce the departmental emphasis on the off-highway recreation program within the California Department of Parks and Recreation will be fought "tooth and nail" by this organization and its membership in that state.

ROBERT RASOR
AMA Associate Director
Government Relations
Westerville, OH

Four steps

It is terribly frustrating to watch everything you care about in the desert being taken away, especially when you know it is being done for no good reason. It's enough to make you furious. That's good! If 10,000 people came to Barstow this year, all of them furious, all of them ready to work very hard next year for a rational land use program; then the fight would be won. Unfortunately, this is not likely to happen. And that is our major problem: too little involvement. What can we do?

First, show every bike rider (from casual trail rider to professional motocrosser) how land use issues will affect him personally. Talk up at rider's meetings, club meetings, anywhere bikers get together. Let them know what the BLM and Sierra club are doing to them. See that all bikers are aware of where and when land use meetings are being held.

Second, work in the community to change the image the Sierra Club and others have laid on ORV people. Talk up in city council meetings, PTA, get your club to volunteer for a civic action program. Give a talk before local groups or high school government classes. Let the general public know what kind of people we really are.

Third, educate your representatives. Tell them what is going on at a personal level. Make them know how important the land use issue is to you.

Fourth, support the people who are working for you. Help the Phantom Duck (the more money he has the harder he can hit back). Stop supporting dealers and companies whose only interest is in taking your money. Buy parts and services only from people and companies that are taking a firm and active stand on land use issues.

This is only part of the answer. By working hard and working together, we can get back much of what we have lost in the desert. Please don't quit.

THUMPER FREAK

Baja biker thanks Baja Bug

I would like to express my gratitude and commend the fine spirit of sportsmanship of Tim Fitzpatrick and Dennis Keaton in car #555 during the Baja 1000. When the lights of my bike failed about 100 miles from the finish, they let me ride in front and lit my way, all the way, to the finish. Though impairing their own race, it allowed me to finish on time, which would otherwise have been impossible.

I would also like to thank Charlie Hamill Jr. for his excellent preparation of the race bike and Don Vesco's Service Department for their prompt and efficient help with my "pre-run" bike.

PETER BORMANIS
#757
Tarzana, CA

What about Steve Baker?

I enjoyed the interview with Bernie Schreiber by Len Weed, but in listing American World Champion, I found it very disappointing that he should forget Steve Baker, our F750 World Champion in 1977. An embarrassing oversight on Mr. Weed's part I should think . . .

TERRY DENTON
Santa Rosa, CA

And on ours, too . . . Editor.

NEXT WEEK: The Superbikers!

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THE LATEST POOP BY PAPA WEALEY

"We were pretty satisfied at the way the whole weekend turned out," said BLM Riverside Assistant District Manager Bruce Ottenfeld, when asked for a comment on Thanksgiving Weekend activities. "There was no further resource damage in areas A and B." Ottenfeld said the BLM estimate on rider attendance at the B-to-V trail ride was 500, of which 25% rode on the DWP powerline road, and the other 75% avoided the closed areas by using existing roads through Afton Canyon and Rasor Ranch on the south side of the freeway.

Papa's friend Coyote returned to the Alvord Road site, traditional starting area for the B-to-V migration, after trail riding to Las Vegas and spent several hours going over the area picking up trash. All totalled, he came up with less than one half of a normal garbage bag's worth of trash, and some of that was "six to seven months old." One of the things he did find was a license plate for a trailer, with the registration yet to expire. Call us here at *Cycle News*, 213/427-7433, identify the plate, and we'll put you in touch with the Coyote.

Presstime news from The Superbikers promoters shows that Bel-Ray has pitched in $2,000 contingency money for first place. That brings the purse/contingency total to $36,000. Peter Collins, one of Britain's top speedway stars and a former World Champion, has just returned to England after winning the Kuwait Speedway Championship. Collins will leave for the U.S. immediately. Gerrit Wolsink is awaiting delivery of a bike that's being flown in by Maico for The Superbikers race. Champion Spark Plug Company will furnish the outstanding crystal trophies, worth several hundred dollars, for the top three Superbikers. Complete coverage of the event in next week's Cycle News.

Team Yamaha's Mike Bell and Rex Staten raced in the Nov. 24 Stefan's Summer Superbowl of Motocross taking the one-two spots before a crowd of 12,000 excited motocross fans. Summer? Yep, that's what's happening right now "down under" in Australia where promoter Blair Shepherd ran a test race in Brisbane, Australia's Archerfield Astradome, capacity 15,000. Pouring rain shortened the program — the consolation race was omitted — and Bell took the lead on lap 10 to slop onward for the win. Staten took second ahead of Australia's best, Steven Gaul, who plans on doing some U.S. racing in 1980. Both Bell and Staten are now enjoying "holiday" at Shepherd's resort. Stefan, in case you're still wondering, is a men's hair fashion designer.

"Next week." That's what Jack Penton replied when we asked him when we could get the complete scoop on his 1980 Kawasaki enduro team. Stay tuned . . .

Believe it or else department: According to *Cycle News* correspondent Karl Okamoto, Mark Ingalls blew off all the competition at the Nov. 18 Sears Point AFM 200 mile endurance road race. So what? Mark rode a 1974 850cc Norton, solo, to the overall win; that's what! Complete race coverage next week.

Somebody drove a truck through the steel door at Stuart Toomey's shop on Monday night, Nov. 19, and stole exactly what they were after — Bruce Hammer's orange and black Kal-Gard sponsored TZ750. Toomey was building a set of pipes for the road racer, and had left the fairing and gas tank in another area of the shop. They took only the bike, fairing and tank; no other motorcycles in the shop were taken. Frame and motor number (the same) is 409-200234. There's a generous reward offered for information leading to recovery of the machine. Phone Toomey at 213/539-4324.

Steve Storz, who tuned Steve Morehead's factory Harley-Davidson machinery during the '79 Winston Pro Series, has decided against returning to the circuit full time in 1980. Instead Storz is going to open up his own shop, Steve Storz Performance, and work on "just about everything for dirt track." Steve will also be lending a hand to Ricky Graham in west coast events. The address of his new shop is 9344 Oso, Chatsworth, CA 91311, phone 213/993-3430.

George Newton, owner of the Outpost Cafe at I-15 and Hwy. 395, offered to give half of the money he collected from motorcyclists over Thanksgiving Weekend to the Phantom Duck. The only stipulation was that riders had to present a copy of George's letter which appeared in *Cycle News*. As it all turned out, approximately 30 meals were served, and that totalled up to $155, or just over $75 for the Duck. George added however, in a pressday conversation with Papa, that several additional donations were received bringing the total closer to $100. Here's a tip of the *Cycle News* helmet to the restaurant owner and former dez racer. (Be sure to stop in sometime and check out the racing photos on the Outpost Cafe walls!)

Husqvarna has done some experimenting with a watercooled 250cc machine, but don't expect a production model in the next year's line up.

Bob Hamm of CORVA and CORPAC was handing out day-glo stickies at the B-to-V start and finish points last weekend. Out of gas? (they said) Burn an environmentalist. Contact CORPAC at 1900 Point West Way, Sacramento, CA 95815 for info.

Chris Pirsig, son of Robert Pirsig and a main character in the senior Pirsig's book *Zen and the Art of Motorcycle Maintenance*, was killed on Nov. 18 in San Francisco. Pirsig was two blocks from the Zen Center where he lived when he was stabbed by his assailant, according to a *San Francisco Chronicle* news story.

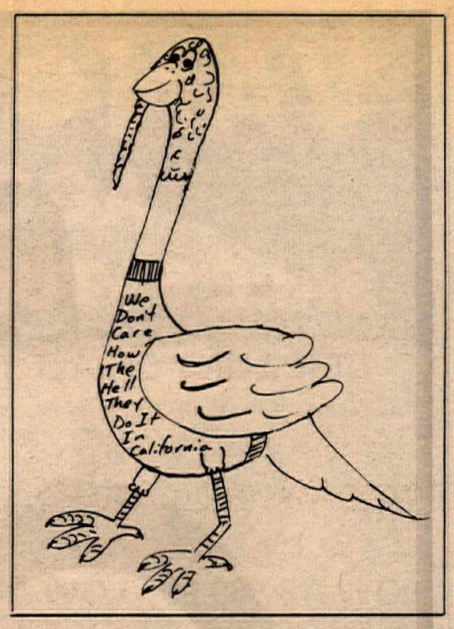
The new AMA Regional MX program gets underway early next year with three NorCal events in January. In other words, better get those rider license applications into the AMA now! The three races will also comprise the NorCal AMA Winter Series, and the first one is at Sears Point on Jan. 5-6. Then the series moves to Marysville Riverfront Park where Charlie Sexton will promote round two on Jan. 12-13. Dirt Diggers North M.C. will stage a one day race on Jan. 27. The two two-day events includes Sportsman racing on Saturday. Phone Bill Spencer at 415/961-5807 for more information.

Want to ride the Seattle and Oakland Supercross races? Five riders from the NorCal AMA Winter Series will get their chance. The top two Open Pros, the top two 250cc Pros and the top 125cc Pro class rider will be automatically seeded into the starting line-up at those two Supercross races.

Seems to have been some confusion in our AME motocross coverage just lately. In the Oct. 28 Indian Dunes race, Tim Locey won the 250cc Pro class, but our report listed another name instead. Likewise, Locey's name was omitted from the Nov. 2 AME race where he finished second 250cc Pro and from the Nov. 4 event where he won both the 250cc and Open Pro classes. We are tracing back through our contributor, John Rocha, and the AME to assure that the problem is remedied. Our apologies to Tim Locey and any others who may have been omitted or listed incorectly.

Keith McCarty, Bob Hannah's tuner for the past three years, will marry Vicki Daughety on April 5, 1980. Congratulations to both!

Neil Hudson, said to be Yamaha's sole entry in the 250cc MX World Championships, may find getting out of his contract with Maico a bit hard. British-er Hudson, who placed second in the 250cc GP championship chase this year, is ready to sign with Yamaha. However, Maico has said they will take him to court if he tries to break his contract, which has one year more to run.



We got this Thanksgiving sketch from our sister publication, *Cycle News/East* in a recent Air Express package. Quite appropriate, we thought. Who else would wear a We Don't Care How The Hell They Do It In California T-shirt but a true turkey?

Something fishy. Kenny Roberts earned a new nickname while in Japan recently competing in the F750 event at Yamaha's Sugo Circuit, according to the British paper *Motor Cycle Weekly*. The Japanese took to calling him "Rawfish" Roberts for Kenny's habit of eating raw fish in the pits while waiting for the races to start.

Kawasaki's plans of getting into the 500cc road race World Championships seem to be going ahead as planned. The machine, which is currently undergoing testing, is rumored to be a 500cc square-four, disc-valve, water-cooled two-stroke. It appears that the machine will be ready for the opening event of the 1980 GP season. However, Kawasaki has not yet signed any riders.

Another Springsteen? You bet. Chuck Springsteen, Jay's younger brother, will hit the 1980 Winston Pro Series circuit with his eyes on Rookie of the Year honors. Although not confirmed yet, it appears that he will ride under the Klotz/Wiseco banner. Springsteen had a promising season going until he was sidelined after sustaining a concussion and other injuries. He finished sixth in the AMA Central Regional Championship Junior division.

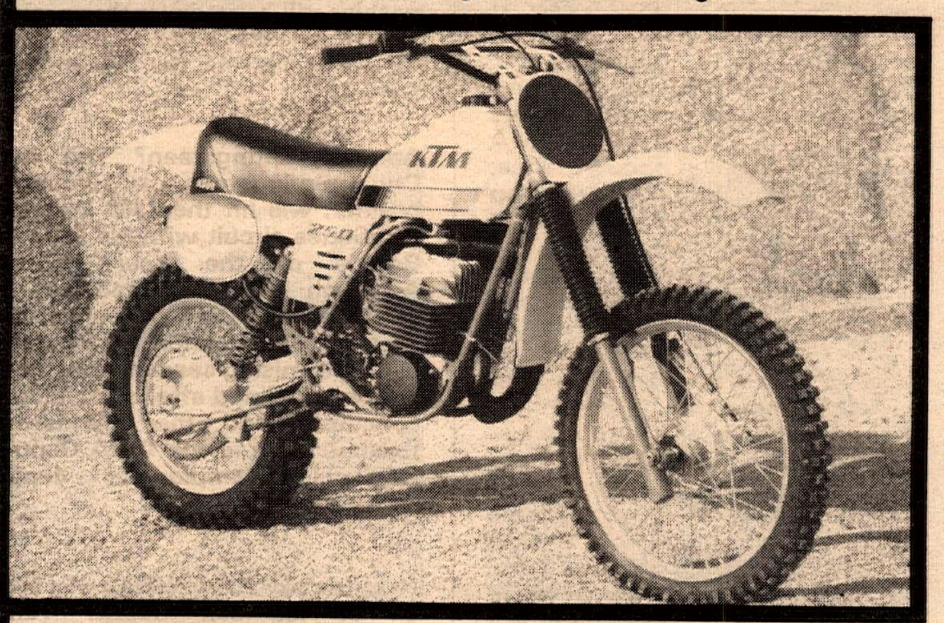
Nevada's Scot Harden (Hus) won overall at the San Gabriel Valley Motorcycle Club's Beatty to Vegas AMA D-37 hare and hound. Fellow Nevada rider Kevin Welch (C-A) had been leading the event, followed by Californians Bruce Ogilvie (Yam) and Bob Balentine (KTM) with Harden fourth. However, near the finish, five miles of course marking had been removed, and Harden was the first to finally find the course. Ogilvie and Balentine finished second and third, with Welch back at about fifth or sixth overall.

A copy of *Nostalgia Cycles* showed up on Papa's desk this week, and anything that's old or is priced right immediately catches the ol' boy's eye. *Nostalgia Cycles* is a classified ad book, and you can get a free 25-word ad with your $5 subscription. Contact 'em at P.O. Box 30, Addison, IL 60101, phone 312/530-2074. ●

Spotlight 1980: KTM

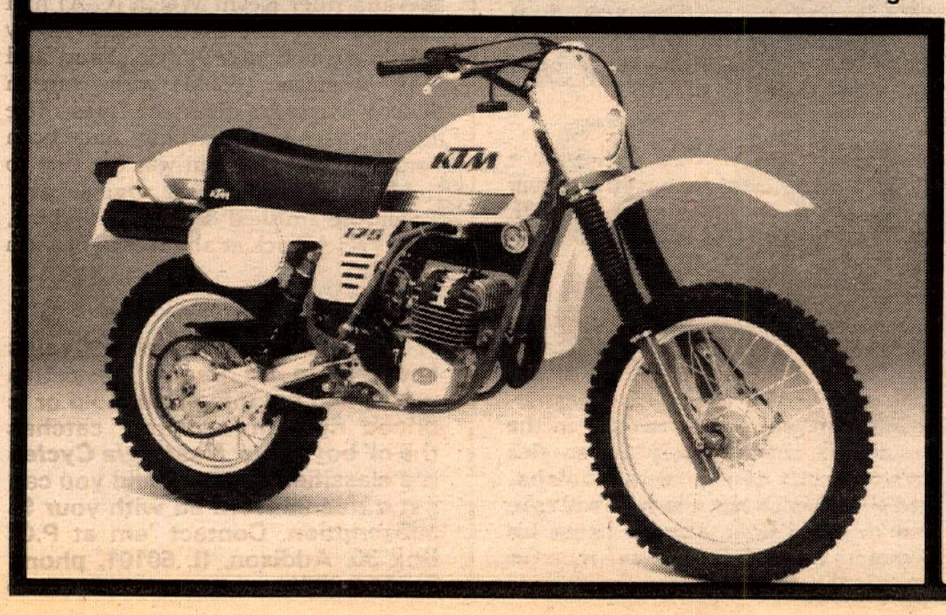
The 420 MC features include new rear brake anchor, countershaft sprocket cover, Ohlins shocks with new damper adjustment, and new rear fender.

New items on the 250 MC include an improved expansion chamber, one-ring piston, and an extremely light aluminum swingarm.

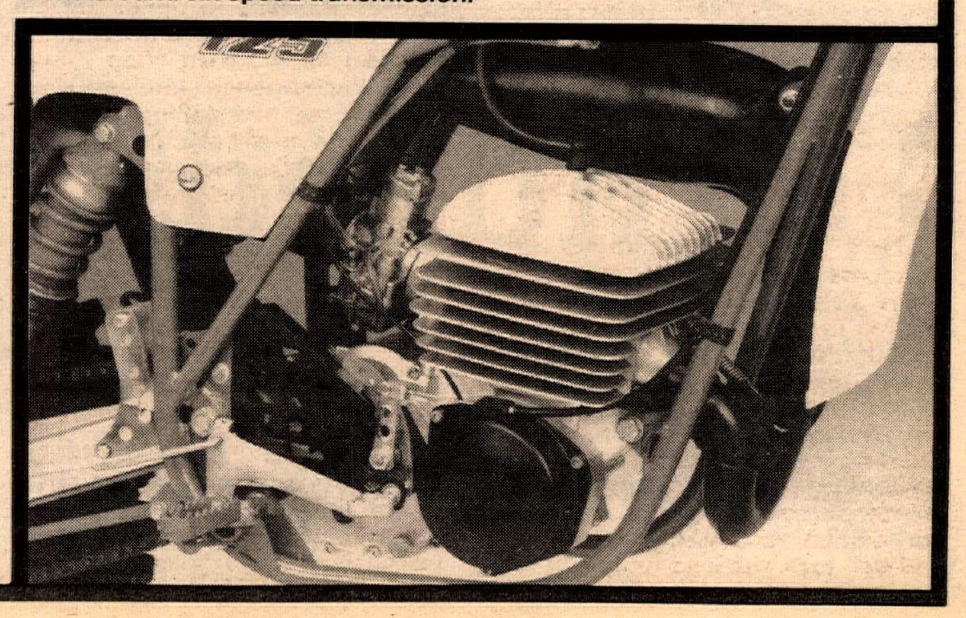


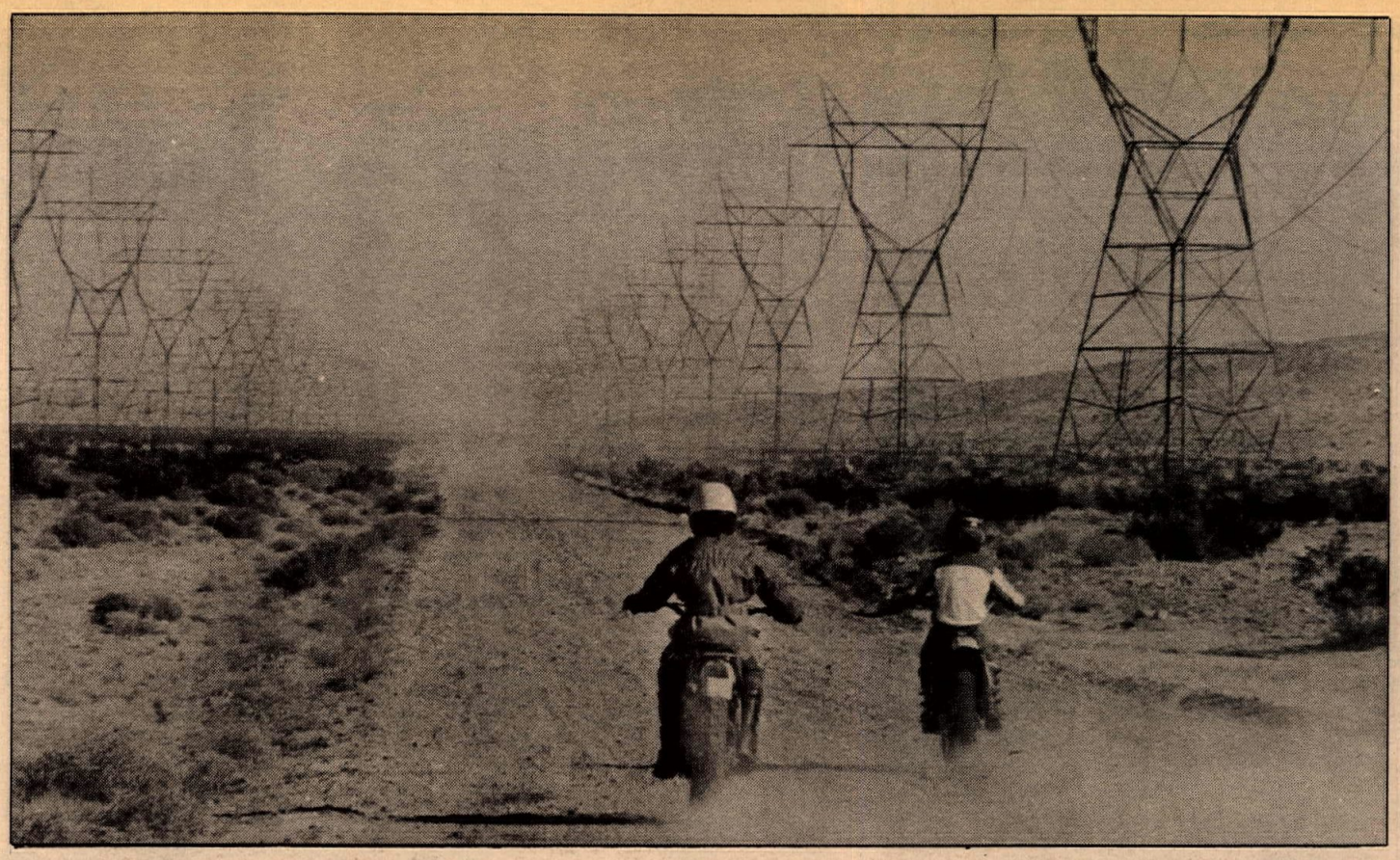
Other goodies on the 250 include new injection-moulded rear fender and side covers, a new style gas tank, and new aluminum clutch.

The 1980175 GS with enduro kit duplicates many of the 250's new features. A new enduro tank has threaded inserts to mount a tool bag.



The 125 produces 27 hp, and features new case reed induction, primary kickstart and six-speed transmission.

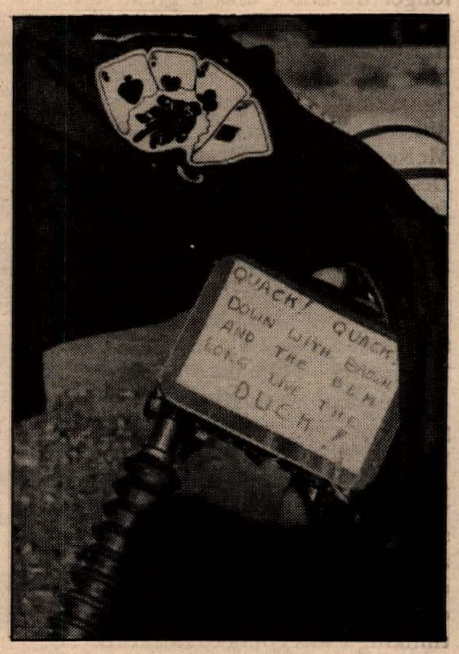




(Left) Riders head down the powerline road. (Above) A playful Phantom Duck gets a mock frisk from a friendly CHP officer.

John McCown and Kookie III rode. Little Koo's dad, the original Kookie, rode several B-to-V races, including the last one in 1974.

(Above) Among the Vegas-bound was this VW Thing with California plates "A39." Driving, of course, is Assemblyman Bob Hayes. (Below) Riders often gave display to their feelings.



Hundreds ride B-to-V

By Dale Brown
Photos by Charles Morey and Brown

BARSTOW, CA — LAS VEGAS, NV, NOV. 26

Hundreds of motorcyclists used the opportunity of a sunny Saturday-after-Thanksgiving to enjoy the California desert. Some raced at organized events, some rode on the highways, and some rode off-highway from Barstow to Las Vegas, avoiding areas closed by the Bureau of Land Management.

There were two closed areas, one on the north side (mostly) of Interstate 15 between Field Road and Rasor Road, and the other in the Clark Mountains. While the BLM presence was just about non-existent near the traditional starting area at Alvord Road, there were many BLM vehicles seen near the Clark Mountain area as motorcyclists rode past the closed area.

While much was made about the powerline road belonging to the Los Angeles Department of Water and Power as an open corridor, many riders used a different legal route. Barely two miles past the start, riders turned and went under the freeway to pick up graded roads leading to the

Afton Canyon turn-off. From there they rode through Afton Canyon (including a couple of water crossings!), until the roads finally intersected with roads used in last year's ride, past Rasor Road.

Although many riders did used the powerline road, the majority had followed ribbon — again, like last year, we have no idea who put up the ribbon — past the closed area and on to the route used last year. After Kelbaker Road, the route followed a pipeline corridor and then a pole line road to Cima Road, the second gas stop.

At the gas stop, two California Highway Patrol vehicles parked there caused a few riders some concern, but no concern was necessary. The two officers joked and laughed with riders; their only concern was traffic safety. "We called up the sergeant, and he said he didn't want anybody going over the overpass at a hundred miles an hour and plowing into somebody getting off the freeway," said one. After seeing that the riders were keeping things cool, and engaging in a playful mock frisk (for the camera) of one Louis McKey, they left.

Continuing on, riders rode down Cima Road, past the BLM vehicles. Some of the BLM rangers may have been a little surprised when a vehicle carrying the insignia and license plates of the California legislature pulled to a stop and Assemblyman J. Robert Hayes (R-San Fernando) demanded to see their identification. Hayes covered much of the route in his VW "Thing," although he spent some time between Cima and Stateline fixing an oil line.

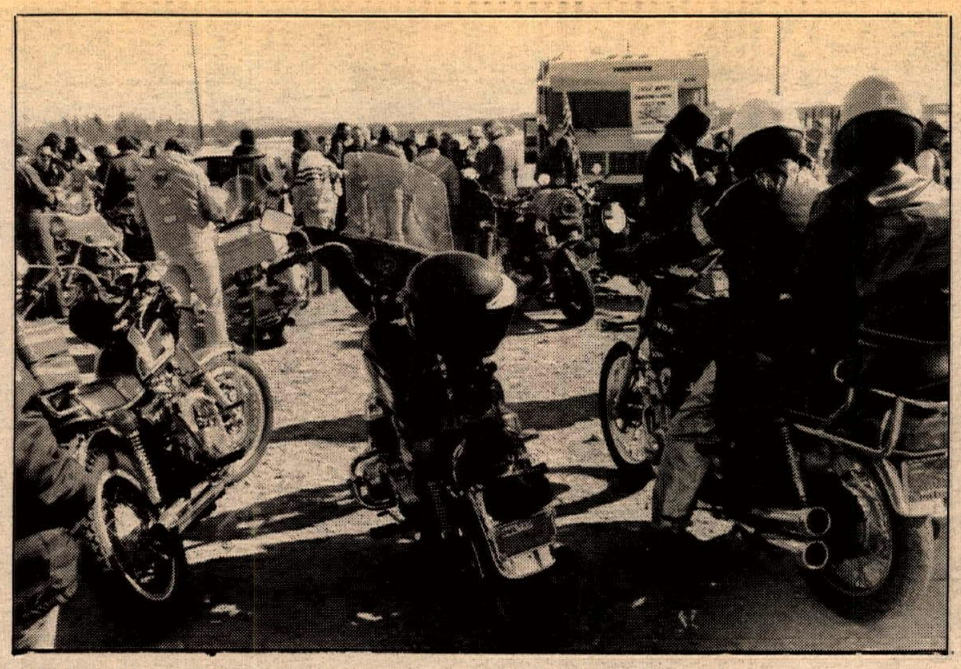
The route between Cima and Stateline varied, with most riders going far north of the freeway to pick up a series of fireroads far away from the Clark Mountain closed area, while others used the powerline road.

Once past the state line, the course followed much the same direction as it had the previous year, finishing just outside of Las Vegas. Due to the longer distance, and a great number or riders riding all the way to the finish, a lot of people got in after dark. Many tip-toed their way along with no lights, or joined up with those who did. Keith McKey, son of Louis McKey, the Phantom Duck of the Desert, had gotten separated from his father and was riding along whe he met up with a group from the Four Aces, and they followed his headlight. Louis McKey, who'd gone back to look for Keith after they'd gotten separated, also rode in with another rider using his headlight.

The mood at the finish line was very good, except for the group who were waiting for riders still out in the dark. *Dirt Bike* Magazine's Rick Sieman, who made it to the finish before dark, said, "I broke my back five months ago. I'm really happy to finish this, even if I couldn't go fast. That was one of the worst things about getting hurt, thinking I was going to miss this."

Louis McKey, riding with a newer bike this time, was one of the last to finish, and in a good mood. "This is the most fun ride I've been on," he grinned.

There were a couple of injuries that we heard about. The first report was of a woman breaking her collarbone before Kelbaker Road. The second was more serious. Ken Martz got hurt just before Cima Road. His riding companions called *Cycle News* on Monday morning and asked if we could pass along their thanks to SoCal M.C. for their help. Ken was airlifted to a hospital and the report that we have is that, after surgery to repair some minor kidney damage, all he needs to recover is rest. ●



(Above) Over 190 street riders met at the Harvard Road exit to sign in.
(Below) A few of the best poker players on two wheels.

(Above) Winner Vernon Crookston.
(Below) CORPAC's Bob Hamm and his hawg.

Pavement pounders get Barstow-to-Vegas Spirit

By Charles Morey

BARSTOW, CA, - SLOAN, NV, NOV. 24

More than 190 street riders enjoyed a Thanksgiving Weekend ride from Barstow to Vegas, sharing a common bond for at least one day of the year with off-road motorcyclists in the same area.

Riding as guests of the Victor McLaglen Motor Corps who capably organized the first annual Cycle News Barstow to Vegas Poker Run, contestants also exercised their opportunity to "give a buck to the Duck." A Cycle News Quacker Box, set on the sign-up table, was fed over $300 by the street riders to support the Phantom Duck of the Desert legal defense/attack fund.

Of all the times of year for riders to unite, Thanksgiving weekend seemed most appropriate. Riders who ride only off-road might keep this kind gesture from the pavement pounders in mind when helmet law problems and other opportunities to support motorcycling in general through our voting power present themselves. United we stand . . .

The Cycle News Barstow to Vegas (actually, the ride stopped just outside Las Vegas in Sloan, NV) ride got underway promptly at 10 a.m., and awards were presented when the final checkpoint closed at 3 p.m. The nearly 200 riders met and signed in for the free poker run just off the Harvard Road exit near Barstow. Only one checkpoint along the way was used — all cards were drawn at the final check — and Bun Boy Restaurant manager Marjorie Colvin welcomed the heavily-bundled riders at that check in Baker.

After a cup of coffee and a bite to eat, everyone saddled up and headed out for the final rendezvous at Dale Hamilton's mini mecca, an Arco gas station that also features, as his business card puts it, "Slot Arcade, Casino, Beer, Booze and Food."

Total distance for the ride was 135 miles, so everyone had plenty of energy left to applaud the winners and enjoy Dale's facilities.

Three cash prizes were awarded: $100 for first, $75 for second and $50 for third place. Vernon Crookston, who'd been persuaded at the last minute by his brother Victor to join the run, pulled four threes from the official deck to win the $100 first place award.

What would he do with the money?

"I'm gonna make the house payment," Vern responded as he sat astride his hard-ridden 550 Suzuki. "I'm broke!"

Scooping up the $75 second place money was Scott Roberts. Scott drew a full house, aces and tens, but it wasn't quite enough. Third place fell to a Queen-high spade flush picked by Douglas Eudaly.

Other prizes — Cycle News Action Wear Products — went to the next 12 best hands. In all, five jackets, three vests and four T-shirts.

Two ladies took home prizes. Lori Daignault, a vest winner, was riding her first-ever poker run as a passenger on her boyfriend's Honda. Debbie Weatherford won a T-shirt.

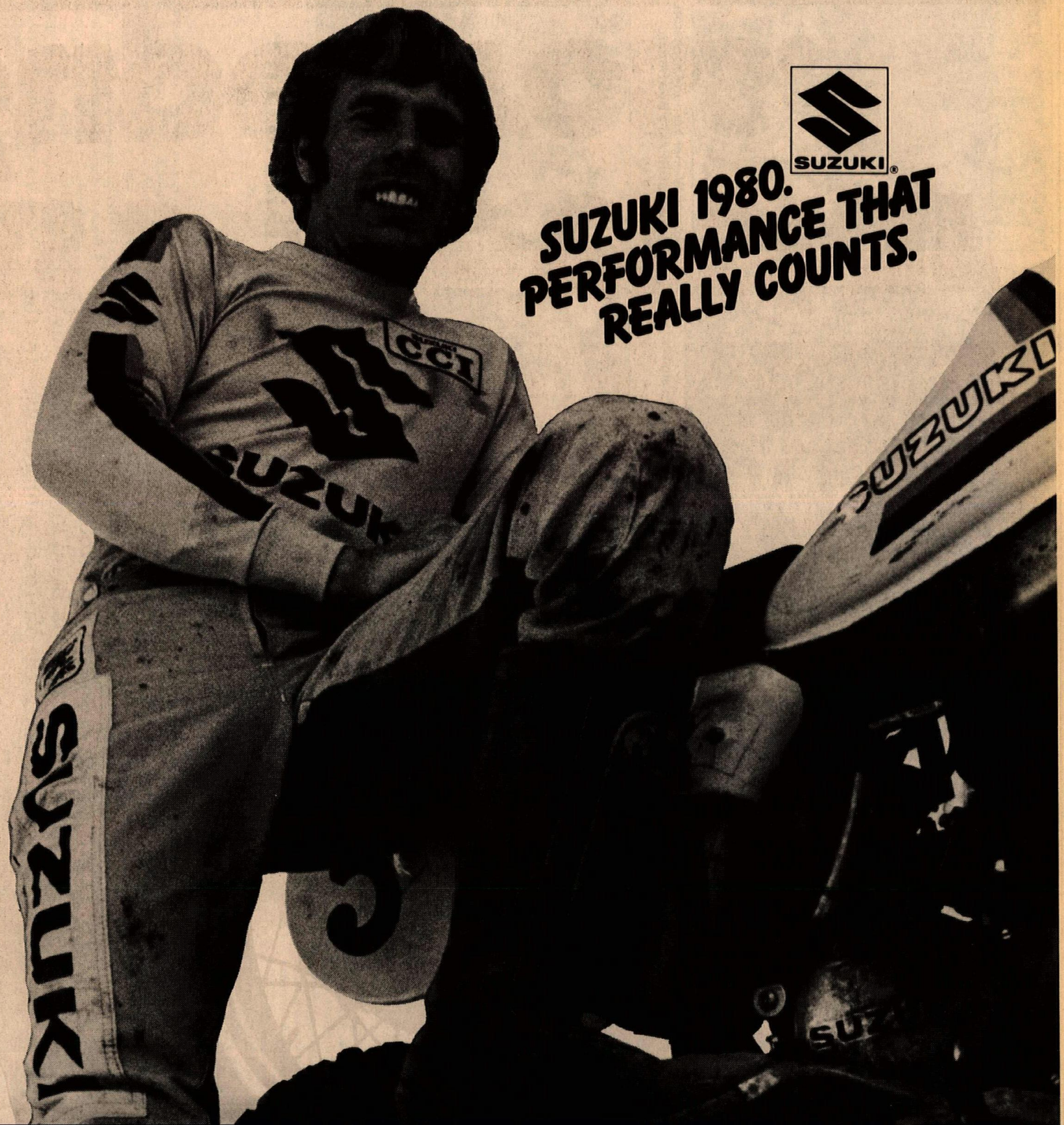
Russ Sanford of Motorcycle Owners, Riders and Enthusiasts also earned a vest with his three Kings, ten high hand.

CORVA/CORPAC honcho Bob Hamm didn't win anything, but he was very pleased with the public's reaction to the message printed on the back of his Harley 74's trunk: "The Phantom Duck is alive and well in Barstow!" Bob said he got approval and general "go for it" comments from those he met on his ride down. He crossed out the "Barstow" and wrote-in "Las Vegas" when he left Barstow that morning, headed for Vegas.

Louis McKey, the Phantom Duck of the Desert, had already left, riding as he has done for years, his own road to Vegas. ●

Results

OVERALL: 1. Vernon Crookston (Four threes); 2. Scott Roberts (Full house/ace & tens); 3. Douglas Eudaly (Queen high spade flush); 4. Jean Riley (Straight, ace high); 5. Pete Bollier (Straight, king high); 6. Doug Tyler (Straight, jack high); 7. Kevin Clark (Straight, six high); 8. Ross Seymour (Three kings, ace high); 9. Tom Spindal (Three kings, jack high); 10. Russ Sanford (Three kings, ten high); 11. Lori Daignault (Three jacks, ace high); 12. Victor Crookston (Three eights); 13. Leo Masters (Three deuces); 14. Debbie Weatherford (Two pair/aces & jacks); 15. Richard Brunson (Two pair/aces & tens).



SUZUKI 1980. PERFORMANCE THAT REALLY COUNTS.

Kent Howerton was the "super" performer at Speed Weekend West at Anaheim Stadium.

The Suzuki Superstar made a flying come-from-behind charge to grab the American Motocross Finals.

And, in the process, he captured the Supercross Triple Crown title!

Great going, Kent. One race—two victories!

CCI Super 2. The competition lubricant of Team Suzuki. Available at your Suzuki Dealer.

Suzuki's Superstar of Supercross.

John O'Mara ran away with both motos of the 125cc Pro class on his Al Baker's FMF/Mugen Power machine.

CRC Western States Amateur Nat'l Championships

Amateurs attack Anaheim Stadium course

By Nanette Marie

ANAHEIM, CA, NOV. 18

Over 750 riders converged upon Anaheim Stadium for the final racing of the big Anaheim Speed Weekend, the California Racing Club Western State Amateur National Championships. With the help of Kal-Gard Racing Lubricants and *Cycle News,* the club brought non-professionals a rare chance to compete upon a stadium motocross course for beautiful trophies. And local Pros got a shot at a $3,000 purse, split three ways.

The track went through only slight modifications after Saturday night's Supercross action. The second humps on the front straight's double jumps were eliminated, and that was it. The track was safe for the riders, as evident in the ambulance report: No transports and only nine minor treatments. But the motorcycles didn't fare quite so well on the grueling course. Many machines were pushed back to the its with shattered wheels, monoshocks blown up and oil pouring onto the engine, mechanical failures by the dozens, and a stockpile full of bent handlebars and levers.

In the three Pro classes, the bulk of the $3,000 went to Mugen Honda's Johnny O'Mara, Kawasaki-mounted Curt McCuistion, and Northern California's Jerome Heiberger.

O'Mara's win came in the 125cc Pro class whree he won both motos running away. Following the Mugen Power/Al Baker FMF machine was Mike Tripes in the first moto and LOP's Mike Brown in the second. Brown's fifth in the first moto was good enough for second overall, as Tripes dropped to 16th his second ride. Third overall went to Yamaha's Rick Johnson, who was in a three-way tie with Honda's Scott Manning and A.J. Whiting, another Yamaha Support rider.

In the 250cc Pros, Marty Miller and Bobby Kline split moto victories, but neither could stay in the top 15 in their other ride, which allowed Curt McCuistion to grab the overall victory with his consistent 2-3 scores. Matt Devich, aboard another Kawasaki, went for second overall with his 3-7 ride, ahead of Ron Watmore's 7-5 third overall. Juan Benavidez took fourth place money with a score of 12-2, matching Don Draskovich's 10-4 fifth overall ride.

Consistency was upheld in the Open Pro class, as a three-way tie emerged for the overall win at the end of the two motos. Hal Strauss won the first moto, dropped to thid the second,a nd followed Tim Locey's pair of second placings in the overall, while the win went to Jerome Heiberger, with a third in the first moto, and a win in the second. Fourth overall went to Yamaha's Bill Ovellette, followed by Suzuki-mounted Ron Utaski.

In the Sportsman classes it was a tough day, as over 650 riders were going for the trophies up for grabs, with some classes having as much as four divisions before the main event.

In the 60cc division, R&D Suzuki's Mike Healy took the win over Michael Knapp and Marty Rickard. Mini Beginners saw Gary Ybarra, Alan Lippie and Eric Brune lead division one, while Richie Pierce, Mike Brown and Kevin Canada topped the second. In the runoff, John Bonacci pulled the stops out of his Yamaha for the victory after a sixth in his qualifier, while Alan Lippie, Mike Brown, Mark Redding and Gary Ybarra followed.

Two divisions of Mini Novices were run, and in those races, Randy Rush led the first ahead of Rick Houghtaling and Steve Dye, while Don Turk defeated Frank Brondagg and James McManus in the second. In the final runoff, Frank Brondagg took the win, ahead of Mark Davenport, Randy Rush, James McManus and Jeff Barbacovi.

A pair of Mini Intermediate Divisions were run, with the first division going to Todd Campbell, followed by Rudy Dickinson and Tom Stout. Division two went to Pat Galan, Skip Godinez and Grodon Ward, while the runoff was taken by Todd Campbell, ahead of Andy Ellis, Doug O'Donnell, John Hughlett and Taylor Marcell.

George Holland put on a spectacular ride to win the Mini Experts, after Yamaha's Erik Kehoe got off hard on the front straight and could not ride in either moto. Second went to Rick Hemme's 2-4, ahead of Sam Storer's 5-2 third overall.

One-hundred Beginners, Novices, Intermediates and Experts were the only group to hold the rider entries down to a single division per class, and in those classes, Donald Harries took

the Beginner victory over Mike Sanchez and Hank Williamserler, the Novice overall was taken by Herman Loaiza as John Julander and Jimmy Heiberger trailed, Intermediates saw Doug Gentry win it over Ray Tetherton and Chris McCauley, and in the Experts Todd Broussard picked up the win ahead of Rick Ryan and Brian Dupree.

Even the CRC Veterans were given a shot at the stadium, and in the Junior ranks, Jim McIntyre's 1-3 score was good enough for the overall win ahead of Dan Shannon's 6-1 and Mike Gahan's pair of fourths.

For the Veteran Intermediates, H.S. Bernard and Ron Ryer traded moto wins, and Bernard took the overall ahead of Ryer, Jim Ricci, Ron Tuzinski and Jim Turner. Maico-mounted Dan Moore was the main man to beat in the Senior division, as Moore put the roost to the class both motos and won easily over DMG's Bob Hayes and Dudley Dunan. William Miller and Rick Watson followed.

Four Divisions of 125 Beginners had to be run to cut the number of riders down to 16 for the evening's final. In Division one, Pat Patterson took the win ahead of Doug Houis and Craig Cable, while division two was taken by Steve Colley, Craig Furman and Mark Day. Third Division honors went to Andy Kaplan ahead of Vic Lohr and Frank Concepcion, and in the final division, Perry Hildebrand took the win over Ken Kopecky and James Fulehumi. Craig Cable came out on top of the final, as he defeated Brian Calderon, Chuck Forman, Vic Lohr and Conrad Testerman.

Four more divisions were run to get the one-two-five Novices down into a racing number. In those divisions it was Pat Webber defeating Mike Osenbaugh and D.J. Houghlen in the first, Fred DeVries over C.J. Wenner and Mike Schriefer in the second, Jon Zahrt over Chris Scott and Joseph West in the thrid, and in the final division, John McDougal beat Jon Faure and Troy Wilcox. Matt Saruwatari, who took a fourth in his qualifier, came out on top of the final, as he defeated Chris Chapman, Mike Schriefer, D.J. Houghlen and Troy Wilcox.

As in the Beginners and Novices, the 125cc Intermediates went down to four divisions before their final. In division one, Rick Jackson led Matt Whiting and Steve Postelwaite across the line, while in the second division Ray Tetherton defeated Richard Sands and John Ortner. Division three went to Erik Kehoe, over Randy Denton and John Oliva, while the final division was taken by Randy Ross, over Dirt Bike Magazine's Johnny Rudder and Rick Cecrle. In the final, Erik Kehoe went all the way for the win ahead of Rick Jackson, Vince Pobland, John Gardner and Paul Cano.

All three of the 250cc classes went into four divisions before their finals, and in the first round, the 250cc Beginners were put to the test. In division one, Ruben Torres took the win over Jeff Bouchillon and Dave Whattley, while the second went to Richard Hendrickson ahead of Rodger Williams and James Carstairs. In the third round, Michael Ward was the winner over Marco Galluzzi and Mike Sieve, while in the fourth, Dan Caneva took the win over Phil Miller and Warren Posey. In the final, Ruben Torres led the way, followed by Marco Galluzzi, Briggs Kantner, Mike Sieve and Steve Sanford.

Steve Corrican led off the first division of 250cc Novices with a win ahead of John Holthaus and Greg Hidlebaugh, as Alan Skiles defeated the second division trailers Beaver Ellis and Dean Mastroluca. Bob Schroeder, Dan McNulty and Mark Black were tops in division three, while the fourth went to Vincent DiPiazza, Rod Drury and Richard Mannschreck. In the final, Jim Brodie was the winner ahead of John McCarley, Dean Mastroluca, Paul Bebek and Beaver Ellis.

Intermediates saw Jim Coffey jump out to the division one victory followed by Mark Amendola and Tom Hodgin, as the second division went to Todd Clark with Bob Wosick and Ty Cline behind. Division three honors were swept up by Troy Manning ahead of Jay VanCamp and Walt Olson, and Don Fredrickson picked up the wn in the final division with Robot Rodgers and Ed Abella behind. In their final, Jim Coffey held on for the victory as Mark Amendola, Ty Cline, Troy Manning and Jim Williams rounded out the top five.

In the Open Beginners, only one division was run, and in those two motos, Dirt Bike Magazine's Brian George took both victories and the overall, ahead of David Pintar, Darby Riley, Michael Gatzon and Jeff Leckich.

Three divisions of Open Novices saw Tim Hethcox win the first over Mickey Dymond and Robert Sullivan, while Rocky Caswell and John Blakeney led Dan Martens across the line in the second. Division three had Steve VanZant with the win, and Joseph West and Norman Francis behind. In the final, Joseph West picked up the win ahead of Sullivan, Tim Hethcox, Jeff Hares and Mickey Dymond.

The Open Intermediates went into two divisions, and Bob Schulz won the first over Rusty Baron and Fulton Tidwell. In division two, Don Glover led the way ahead of Glenn Glass and Robert Casper. In their final, the last race of the evening, Bob Schulz took the win over Glenn Glass, Don Glover, Rusty Baron and Robert Casper. ●

Results

60cc: 1. Mike Healey (Suz); 2. Michael Knapp (Suz); 3. Marty Rickard (Itj); 4. Mouse McCoy (Yam); 5. Shane Trittler (Suz).

80 BEG: 1. John Bonacci (Yam); 2. Allen Lippie (Yam); 3. Mike Brown (Kaw); 4. Mark Redding (Yam); 5. Gary Ybarra (Kaw).

80 NOV: 1. Frank Brundage (Suz); 2. Mark Davenport (Suz); 3. Randy Rush (Yam); 4. James McManus (Suz); 5. Jeff Barbacovi (Yam).

80 INT: 1. Todd Campbell (Kaw); 2. Andy Ellis (Yam); 3. Doug O'Donnell (Suz); 4. Jon Hughlett (Yam); 5. Taylor Marcell (Kaw).

80 EX: 1. George Holland III (Suz); 2. Rick Hemme (Suz); 3. Sam Storer (Kaw); 4. David Berlin (Kaw); 5. Tracy Meeks (Suz).

100 BEG: 1. Donald Harries (Yam); 2. Mike Sanchez (Suz); 3. Hank Williams Erler (Suz); 4. Tom Wetzel (Suz); 5. Chris Fleming (Yam).

100 NOV: 1. Herman Loaiza (Suz); 2. John Julander (Suz); 3. Jimmy Heiberger (Suz); 4. Kirk Belton (Yam); 5. Jim Boyd (Suz).

100 INT: 1. Todd Broussard (Yam); 2. Rick Ryan (Suz).

100 EX: 1. Doug Gentry (Yam); 2. Ray Tetherton (Suz); 3. Chris McCauley (Suz).

125 BEG: 1. Craig Cable (Suz); 2. Brian Calderon (Suz); 3. Chuck Forman (Suz); 4. Vic Lobe (Suz); 5. Conrad Testerman (Suz).

125 NOV: 1. Matt Saruwateri (Suz); 2. Chris Chapman (Kaw); 3. Mike Schriefek (Suz); 4. D.J. Houghlen (Yam); 5. Troy Wilcox (Hon).

125 INT: 1. Erik Kehoe (Yam); 2. Rick Jackson (Suz); 3. Vince Poblano (Suz); 4. John Garcherner (Yam); 5. Paul Cano (Suz).

125 PRO: 1. John O'Mara (Mug); 2. Mike Brown (Yam); 3. Rick Johnson (Yam); 4. Scott Manning (Hon); 5. A.J. Whiting (Yam).

250 BEG: 1. Ruben Torres (Yam); 2. Marco Galluzzi (Hon); 3. Brigg Kantner (Hon); 4. Mike Sieve (Yam); 5. Steve Sanford (Kaw).

250 NOV: 1. Jim Brodie (Hon); 2. John McCarley (Yam); 3. Dean Mastroluca (Yam); 4. Paul Bebek (Hon); 5. Beaver Ellis (Hon).

250 INT: 1. Jim Coffey (Yam); 2. Mark Amendola (Yam); 3. Ty Cline; 4. Troy Manning (Suz); 5. Jim Williams (Yam).

250 PRO: 1. Curt McCuiston (Kaw); 2. Matt Devich (Kaw); 3. Ron Watmore (Kaw); 4. Juan Benavidez (C-A); 5. Donald Draskovich (C-A).

OPEN BEG: 1. Brian George; 2. David F. Pintar (Yam); 3. Darby Riley (Yam); 4. Michael Gatzon (Yam); 5. Jeff Leckich (LTY).

OPEN NOV: 1. Joseph West (Yam); 2. Robert Sullivan; 3. Tim Hethcox (Yam); 4. Jeff Hares (Yam); 5. Mickey Dymond (Mai).

OPEN INT: 1. Bob Schulz (Yam); 2. Glenn Glass (Suz); 3. Don Glover (Yam); 4. Rusty Baron (Mai); 5. Robert Casper (Yam).

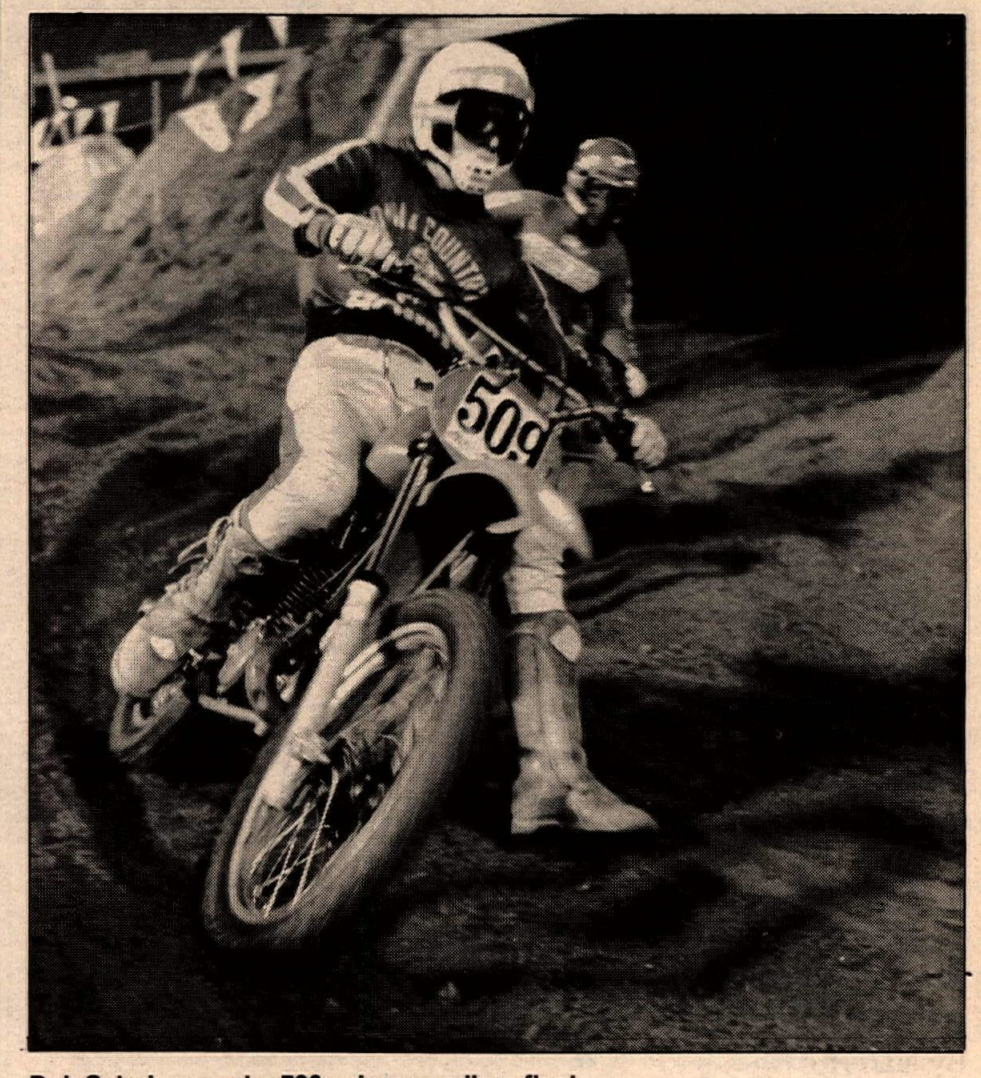
OPEN PRO: 1. Jerome Heiberger (Mai); 2. Tim Locey (Yam); 3. Hal Strauss (Mai); 4. Bill Ovelette (Yam); 5. Ron Utaski (Suz).

CRC VETS JR: 1. Jim McIntyre (Suz); 2. Daniel R. Shannon (Mai); 3. Mike Gahan (Yam); 4. Earl M. Frederick (Suz); 5. John S. Cooley (Mai).

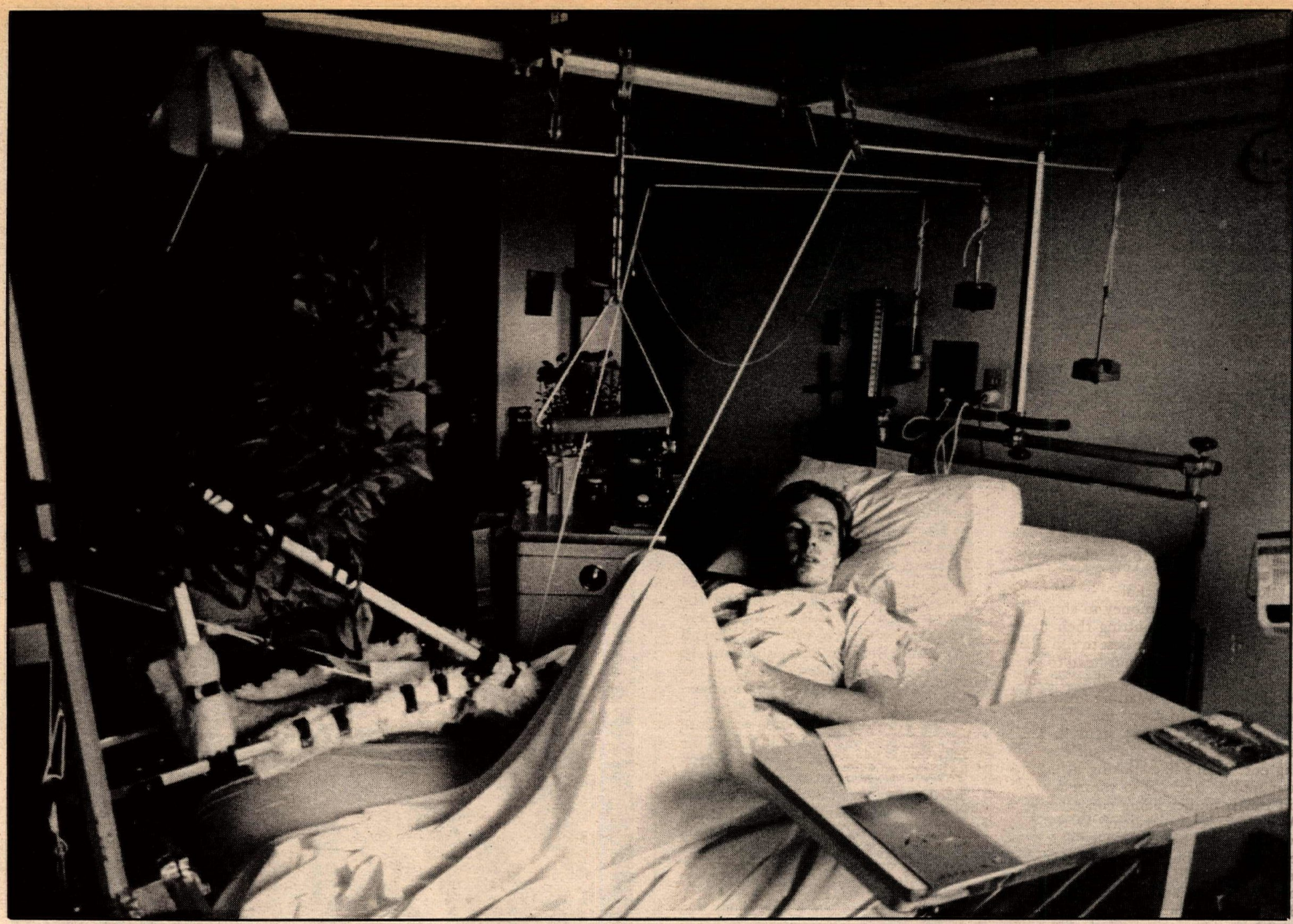
CRC VETS INT: 1. H.S. Bernard (Mai); 2. Ron Ryer (Yam); 3. Jim Ricci (Hon); 4. Ron Tuzinsky (Yam); 5. Jim Turner (Yam).

CRC VETS SR: 1. Dan Moore (Mai); 2. Bob Hays (DMG); 3. Dudley E. Duncan (Mai); 4. William Miller (Suz); 5. Rick Watson (KTM).

(Above) Mark Davenport gets out of shape on a stadium jump. (Below) Paul Bebek was fourth in the 250cc Novice class.



Bob Schulz won the 500cc Intermediate final.



Mike Baldwin speaks out

By John Patrick Clarke

On June 17 Mike Baldwin, the 1978 Cycle News East Rider of the Year and leading AMA road racer, had his promising racing career literally come to a crashing halt. Since that 750cc Loudon National accident, this young Darien, Connecticut racer has been a prisoner of his own injuries.

In traction and confined to his bed in a small cell-like room on the second floor of the Concord, New Hampshire, hospital, Mike stares out of his only window at the far off New Hampshire hills. Hills that Mike will see go from green through the multi-colored stages of fall and then to bare.

This long internment in a world foreign to his natural surroundings, being broken only by a family visit or AAMRR buddies in town for a club race, has given him much time for thought.

At present his condition is as follows: A cast has been removed from his left arm which has healed nicely, but the right leg is another story. Severe vascular damage, a broken femur above the knee (the bone was broken into at least 7 pieces) has negated the use of pins. The doctors put Mike's leg in traction and hoped that it would heal naturally. X-rays showed that the leg was not healing as planned, so recently Mike underwent a bone graft operation (his only time out of bed since June). Now, the healing process must start all over again.

In this in person interview a very determined Mike Baldwin reflects on that tragic Loudon weekend, gives his views on U.S. and European racing and lets us know what he plans to do in the future.

What do you remember of the accident?

I remember I was coming out of turn two and leaned over to the right. I straightened up for just a brief period and then flicked it over to the left for turn three. Right at that point where you straighten up, you go through turn two in second gear, then up-shift between the turns and go into turn three in third. As I was straightening up I up-shifted into third and a jolt that the up-shift caused evidently sent the bike into a tank slapper.

When it got into the tank slapper I thought I had time to get it under control by shutting off the throttle, pulling in the clutch quickly and slowing the bike down. I thought I had plenty of room, but the bike kept on its way straight through the turn and up off the embankment.

As soon as I got to the edge of the track it pitched me over the handlebars. I slid off the side of the track and struck a haybale and some other object. That is what broke my right leg. I imagine going over the handlebars with a tight grip on the handlebars broke my wrist because I never made it from there.

As to what actually caused the crash, I don't know if it was just the jolt of the up-shift or what. I wasn't leaned over at any angle, I was almost upright. I don't know what actually sent the bike into a tank slapper. Because the thing happened so fast, I was surprised that I couldn't get it under control. I was in a tank slapper for quite a period of time, which is uncommon. Most bikes will come back under control when you get them into a wobble if you have enough room on the track where you can keep them going and can slow it down.

Did Kawasaki do a tear down of the machine to see if there were any mechanical malfunctions?

I have no idea. I never saw the bike after the race. The rear tire was flat. They said that was the only thing they really know, but it could have happened in the crash. It is a mystery to me. The crash happened in a place and in a way that has me puzzled. I just can't figure it out, because it's something that should not have happened.

If I overshot a turn on the track, I can understand that. If I get into a turn loose, too deep or too hard and on the front brake and the front wheel shoots out, I can understand that. If I spin the rear end out going in or coming out of a turn I understand all of those things because those are straight forward. The bike just got into a tank slapper and I tried to get it out. It wouldn't come and just took over the show.

What are your thoughts on the AMA, the promoter and the condition of the track that weekend?

I have had plenty of time to think about it. It has been 16 or 17 weeks so far and I think a much better job could have been done. I don't think that they did anywhere near a satisfactory job of running a professional road race. Many things were done incorrectly that weekend.

First of all, they (AMA) always insist on running Superbikes and 750cc bikes back to back, which always creates a problem. They did agree to split those up with a Novice race, but you know that 80 percent of the riders that ride a 750 also ride Superbike. Very few people that ride a 250 also ride 750. I always try to talk them into running a Superbike race on Saturday which would ease the pressure of someone riding a 750 and the Superbike event to compete on two different days. If this particular person did run a 250, he would run it on Sunday. I think that's the way it should be done.

The promoters have always been against that. I think it would be much safer to run it that way. It's been a running conflict for the past three years.

What about the track surface?

The track surface; I think it was in good condition that weekend. However, they have done things in the past - that were inexcusable.

This year I don't think there was cause or good reason to red flag the Superbike race - only one rider fell. The track wasn't blocked and all the ambulances weren't tied up, yet they red-flagged the race. It cost me a good amount of money out of my own pocket. What they did is essentially

like stopping a football game in the third quarter. All of a sudden they just fire the gun and everything is over and nobody has any warning. All the strategies go down the tubes.

In my particular case, I was leading the race by a good margin and I backed off because there was some oil on the track and there were some crashes. I decided to run with the person who was in second place and wait for the last lap flag. It would have been a easy move for me to regain the lead because the bike was fast enough. I was just trying to run a conservative race up to the last lap. Then, all of a sudden a red flag shoots out there.

What was the AMA's reason for not restarting the race?

The rule book says, that after 60 percent of the race is run that you don't have to call a restart. They felt it would cause too much confusion and too many problems.

First of all they don't have any restart methods. Their restart methods are formed for dirt track. It's ludicrous to restart a road race single file. They tried that last year at Loudon and it proved how outdated their rule book is. They didn't want to get involved in that again.

I don't approve of that.

It cost riders big money to come to the race. They are putting their lives on the line, doing their best to run that race. You have to use your head to run a race and sometimes that means being conservative. Waiting until that last lap in certain cases, that's part of racing. The AMA just steps in and takes all that away - just stick a red flag out. That's like sticking a flag in your spokes. You say to yourself, why did I even bother being conservative? Why did I use any strategy? Why did I even come to this race? That's how I felt after the Superbike race. I was very upset with them pulling a maneuver like that.

How many ambulances were at the track?

They had three there.

Do you think that is a sufficient number?

No, I don't! Not for a road race circuit that's like Loudon, where it's deceptive how far it is from one turn to the other. It was obvious after the race more ambulances were needed. The problem would have been cured very simply if they had six or 10 ambulances. There would have been no problem. Sure, if they had six ambulances it would have cost them twice as much in fees. But it costs twice as much to race a motorcycle today as it did three or four years ago. So the racers are paying out more money but the AMA is not changing their program.

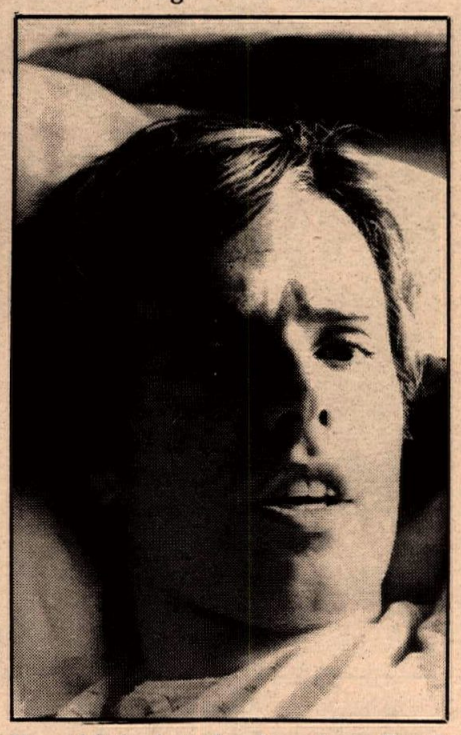
My thoughts about that weekend are that I was disgusted before I even rode the National because of the Superbike race. I was disgusted even before I rode the Superbike race or even went to the track because of the way the AMA has run road races in general in the past.

What do you think of road racing as a part of the Grand National Circuit? Is it realistic?

I don't think so. The way that the AMA Grand National Championship is structured is good to a certain point - that it gives one rider the number one plate who's the best overall racer. But it is impractical, because what's the use of road racing if a dirt tracker such as Steve Eklund or Jay Springsteen can go to 20 dirt track nationals, win enough points while never even bothering to go to any road races and still win number one. That proves road racing is only a hindrance to a dirt tracker trying to win the Championship.

I don't think it is fair to the guy that road races not to have a championship of his own. The reason people race is to win a championship. I think that is proved in Europe. The GP's don't pay any money. Kenny Roberts gets $1000 to $3000 start money at the most to run a GP where they are hauling in 100,000 spectators. He is getting paid nothing. He is there because of the championship.

The way the AMA thinks, the person that wins the most road races in a year is not the American Road Racing Champion. He is like the American Road Race High Points winner.



You think that the American Road Racing Championship is hollow in that it's winner does not get to use a number one plate?

There is no such thing as the American Road Racing Championship, that's just a product of everyone's imagination. I know, because I won the most points last year and would liked to have thought of myself as the American Road Racing Championship winner. But I get on the stage with race announcer Roxy Rockwood, and he doesn't announce you as the American Road Racing Championship winner or the American Road Racing Champion. He announces you as the 1978 Road Racing High Points winner. That's a real blow to your whole purpose of going to a race.

It's a simple thing of semantics. I mean it's a simple thing of what words they are using to describe it. That is the key to making a successful thing out of motorcycle road racing or anything. They should give road racing its own status in the U.S., separate from the Grand National Championship.

You mean two totally separate championships each with their own number one plate?

Let the AMA sanction the races, but don't pay the Grand National Championship points because frankly there are not that many road racers that are seriously competing for number one. I can think of one who is after the points and maybe two or three that are at the road races not really to win, but to just pick up a couple of points because it might move them from tenth to ninth in the standings. There are no grounds to have a road race pay National points.

I think they ought to separate them and give them some real status. Call it an American Road Racing Championship and never mind this business about the championship. From what I have read in *Cycle News* in an article about dirt track racing, they are having their problems too. I think we would both benefit by splitting up. They could give themselves a lot more status by changing their name from Grand National Champion to calling themselves World Champion.

When a baseball team wins the World Series, they are World Champions. You don't have to have a legal permit to call a rider that wins the most dirt track points a World Champion. All you have to do is do it! Call him the Dirt Track World Champion. You would be surprised what a different a couple of words in a title will mean to a racer and the spectators will want to come to see him.

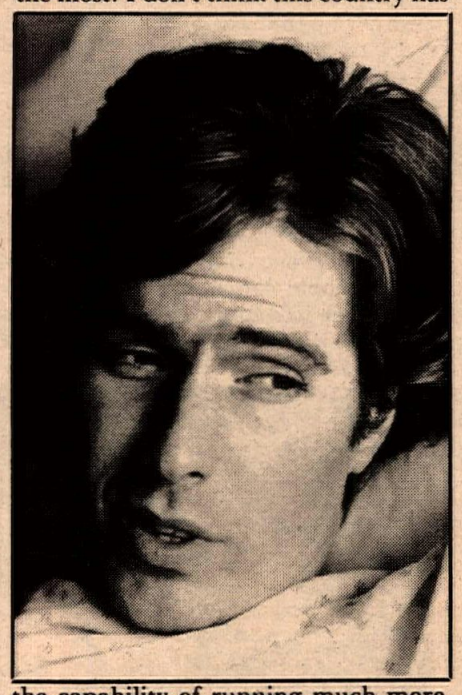
In Europe two simple words are what make all the racing over there - World Champion. Two simple words. People spend millions of dollars and get nothing in return, as far as racers are concerned, just go after those two words, World Champion.

You see, America has got something exclusive going in that they don't have half miles and miles anywhere else in the world. The only place they have them set up like they are is right here and the AMA just ignores that simple thing of semantics. If they gave the racer something that had status to race for, they would be moving forward. I am disgusted with the AMA because of little things like that.

I think that splitting it up and calling the dirt tracker winner, the Dirt Track World Champion and calling the road race winner the American Road Racing Champion is the answer. All you have to do is call them that and it is worth winning. In the past the AMA refused to call anybody that has won the most points the American Road Racing Champion. That's against their policy. It's against their creed and religion because they have a Grand National Champion. They don't want to conflict with that.

What do you think would be a decent amount of American National Road Racing events?

I would say from five to 10 events at the most. I don't think this country has



the capability of running much more than five National road races or, if they were to be American Road Racing Championship rounds, to generate enough spectators to make it all pay.

Isn't that all a part of promotion?

Sure it is. That is where the AMA is also falling behind. All they have to do is get with the flow of what racing is today instead of what racing was 10 years ago. They are holding back promoters, they are holding back sponsors, they are holding back people in all aspects of racing. The AMA is just a perennial obstacle to everybody.

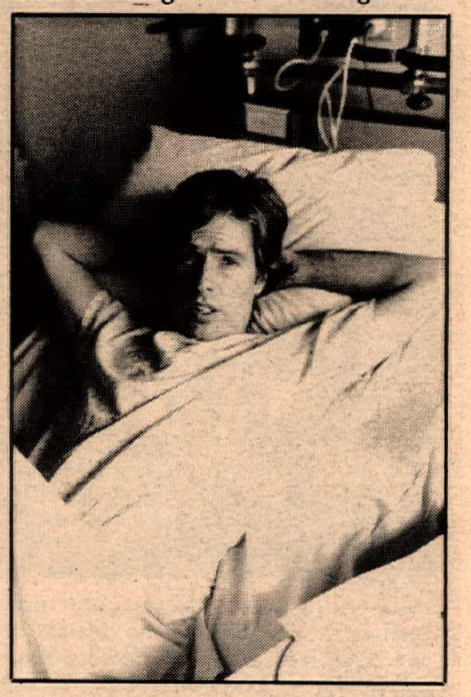
At present where do you stand with Kawasaki?

I am the same as I was at the beginning of the year. I signed a contract with them for 1979 to race their bikes and I'm still in the same position. If I were able to get up and walk out of here I would race a bike where ever they and I agreed to race. I can't do that. So, because of that, our relationship is effectively ended. Seeing as my contract ends in January and I certainly won't be able to ride before then, I would say that the relationship between them and me is over.

They showed no interest in wanting to go ahead with any further development in 750cc racing for the U.S. There were some signs of wanting to do a 500cc development project, but I think the likelihood of that arising is very slim.

Next season we will find restricted 750's, unrestricted 500's and Superbikes with fairings all running together. Is this a good idea?

I don't agree allowing 1000cc bikes to race against 750's, no matter what their advantages or disadvantages are.



If the limit for a class is 750cc, all the bikes should be 750. If it is 1000cc, all the bikes should be 1000cc whether they are two or four-stroke. The Formula approach, which is what they are starting to adopt, of allowing 500cc two-strokes and 750cc four-strokes to race in one class is good for amateur racing. It promotes closer racing and allows everybody to be able to race for a smaller amount of money.

When you're talking about professional racing, people race for money. I can't swallow the idea of telling one guy he can ride a 750 because it is a two-stroke or a 500 because it is a two-stroke and another guy can ride a 1000 because it's a four-stroke. I don't go along with that.

It would seem that any factory that has a street based Superbike effort going at present would concentrate totally on that and leave development of 500 and 750cc bikes for Europe.

I don't know, it is hard to predict the future in what's going to happen if they change this rule or that.

If we have a separate championship for road racing with the machinery changes, do you think it will be successful?

I think it will produce more riders. There is a large element interested in including Superbikes into the 750 class. They want to do that because many riders feel that they will be able to attract sponsors more easily. After market performance product manufacturers would be a prime source. They are right, that is exactly what would happen. It would open up more avenues for a privateer to gain sponsorship, but it is not going to draw any of the Japanese manufacturers directly into racing because the Japanese manufacturers have already produced enough dealerships in this country and have established a large enough chain so that their market is just about saturated.